

Kentucky Gazette.

"True to his charge—he comes, the Herald of a noisy world; News from all nations, lumbering at his back."

D. BRADFORD Editor.

LEXINGTON, THURSDAY, SEP. 7, 1837.

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post paid, or they will not be taken out of the
office.

ADVERTISING.
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months \$1; six months \$2.50; twelve months
\$5. Longer terms in proportion.

Deferred Articles.

For the Kentucky Gas Co.

THE EXECUTION.

"Twas a melancholy sight. I never saw
The feudal hangman's eyeballs glare
With such unrelenting thirst for blood.
Much like a demon from the gates of hell,
With awful aspect and a countenance of sin,
As if rejoicing that he soon should hurl
Into the depths of dark eternity
Another inmate there to dwell in endless woe;
He mounts the cart, adjusts the halter, brand
The trembling victim's neck, and binds his eyes;
Then dismounts, and holds the cartman steady—
So tenacious is his hold, the victim clings
Unto the cart till he is forced to reel away.
And awful! then he swings into the empty air!
Electric-like it passes through the crowd;
Convulsions seize his frame, and oft and many
Struggles vain he makes to loose the fatal halter—
But ah! he dies! Nature gives way,
And dangling lifeless in the air, the martyr
hangs!"
G. E. M.
Lexington, July 28, 1837.

ENGLAND.

In the House of Lords, on the 4th of July,
the bill to incorporate the mineral coal lands
recently reading, on motion of Lord Denham.
On the 5th a bill to place graduates of Durham
College and the London University on the same
footing with those of Oxford and Cambridge,
with regard to practicing at law, was read a
second time, on motion of Lord Brougham.
In the Commons, June 30, Mr. Spring Rice
brought forward the budget. He stated his in-
ability to propose any further reduction of the
existing year.
Mr. Hume attributed the causes of the mo-
netary crisis, in the first place, to the Chan-
cellor of the Exchequer in contracting the 25-
000,000 loan; and, in the next place, to the
conduct of the Bank of England after the loan
had been contracted.
Mr. Wallace said that all the mischief had
been brought about by the injudicious course
of the Bank directors, who sought to be exempted
from the enquiry which was to be made into all
their joint stock banks in the rest of the
country. That body had speculated as traders,
till they drove the specie out of the country,
and they now wanted to bring it back at the ex-
pense of the people. They had ruined the
United States of America.
Mr. Clay considered that the commercial dis-
tresses of the country were comparatively pass-
ed away.

CANADA.

Mr. Baring moved a grant of 142,000, on ac-
count of Canada.
Mr. Hume and Lord Stanley inquired when
the Canada resolutions adopted by both
houses of Parliament were to be acted upon,
and why a bill had not been brought in embody-
ing them.
Lord J. Russell answered that the govern-
ment was prepared to act upon them, but that
a bill could not have been brought in this ses-
sion, without obstructing other business.
Mr. Hume said that it would be useless to at-
tempt to carry them into effect, except by the
aid of an armed force.
The house divided on it—ayes 43, noes 10.

STEAM COMMUNICATION WITH INDIA.

Sir J. Lubbock moved a grant of 76,000, to
carry into effect an arrangement with the East
India Company, for the establishment of a public
communication with India, by the Mediterranean
and Red Sea. He doubted not that postages,
passengers, &c. would soon meet the cur-
rent expenses. Agreed to.

On the 4th, a motion for an address to the
throne, praying the appointment of a commis-
sion to inquire into the causes of the distress
among the unemployed hand-loom weavers,
was agreed to after a discussion of some length,
by a vote of 33 to 15.

On the 20th of June the bill for abolishing im-
prisonment for debt went through the commit-
tee of the House of Commons. On the 20th
the Chancellor of the Exchequer opened his
budget. He remarked that the last year's in-
come had exceeded the estimates, while the ex-
penditure had been less than was anticipated.
He had estimated the total revenue at 45,450,000.
It amounted to 45,453,999. He had estimated the
total expenditure at 45,205,000. The actual ex-
penditure was 45,111,000 pounds. The surplus was
1,142,999 pounds. The estimate for the present
year was 46,000,000 pounds. The estimate for
the next year was 46,500,000 pounds. The esti-
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KENTUCKY GAZETTE.

For the Kentucky Gazette.

BRIBERY OATH.—It is true that the test of an oath should be resorted to at our elections. The successful candidates were required by our conscientious fathers, who framed the Constitution of our State, to take an oath before entering on the duties of legislation, that they had neither treated nor given bribes for votes, nor caused the same to be done in any manner or shape whatever. The honest hearts of that day could not believe that the open, barefaced bribery of the present times would ever creep or rather stalk into our elections. There are yet, it must be supposed, honest members sufficient in our Legislature, to guard against this growing evil which is so loudly complained of in other States, and begins to show itself in some parts of our State to an alarming extent. The lives of our citizens are taken with impunity in the struggle of hired ruffians. A notice in a London paper of the shameful squandering of money by the Bank of the United States is most humiliating to the once proud spirit of our citizens. It is painful to even touch on this subject. The Legislature of each State should take all means in their power to guard the elective franchise.

A CITIZEN.

For the Kentucky Gazette.

NOCTURNAL SOLILOQUY.

Of ten twilight's soothing balm,
In darkening hues appear,
I've sat within it's peaceful calm,
In reverential fear
Till Night with all its shining orbs,
Did supersede the day,
And seemed in worship to the gods,
To wend it's mystic way.

My soul grew sad, and all below
Seem'd fading with the day.
My vision fled, I sigh'd to know
If I was living clay!
Methinks those shining meteors
That flit across the sky,
Are all celestial messengers
To float aloft on high.

And, like the glance of woman's eyes,
Seem bright and clear as we gaze,
Whilst admiration quickly lies
To find a way to please:
Hence romance calls it heaven above,
With hues as bright as they,
And stricken swains when venting love,
Will swear by earth and sea.

So all appears by Heaven's decree,
Beyond the reach of man;
The mind's absorb'd, the eye can't see—
So pure, I cease to scan.
Past ten o'clock, and all is still,
Save breezes murmuring by—
All—all combines the mind to fill
And force a bitter sigh.

Adieu! ye host of heavenly lights—
Ye glimmering gems of Heaven!
It's now past twelve o'clock at night,
My optic vision's ebb'd:
I'll seek repose in yonder cot,
The Lord's ARKIANA House,
To me, on earth, the only spot,
Where I can rest in peace.

D.
Lexington, July, 1837.

From the Trenton, N. J. Emporium.

Now, when we present to our country readers—and to the people every where within our reach—a series of facts like the following, for example:

1. The great political contests of the last six years, have been really nothing more nor less than a contest between the People and the Bank Monopolists.

Why we know that our readers have only to recur to the history of the past, with which they are familiar, to see that it is so. They remember well, how the United States Bank rallied the whole Whig party to a man under its banners; they know how it bought up papers—how many thousands it expended for electioneering purposes; they remember that the President of that Bank denounced the President of the United States as a felon; they remember how it treated the Government Directors—how it locked up its books from the investigating committee of Congress—how it charged the Government upwards of one hundred and fifty thousand dollars for sending a bill of exchange across the Atlantic, and making two entries in its books. They remember the panic and bankruptcy of 1837, how the Bank produced it, and how the Whig party fought for the Bank—“when their legs were snatched off, even fought upon the stump.” They remember how that party resisted to a man, every resolution since passed by our Legislature against the recharter of that Bank—how that same party got it a new charter in Pennsylvania—and how they still hug it as the forlorn hope of their hearts. The People know all this; and the Whigs may palaver, and sophisticate, and quibble, until they are as grey as Norway rats, but they never can destroy the facts or the legitimate conclusions that follow from them.

Well, when we say again—
2. That the Administration has been faithful to the interests of the People, and merits their continued confidence and support—

We say, again, what every unprejudiced reader of both parties will admit, because the well known facts of the case prove it. Who does not know that within eight years, the National Debt has been paid off, and forty millions of money saved for distribution among the people; that uninterrupted peace has been maintained; that all the other European nations have recovered from their losses, and many millions of dollars recovered from them for robberies committed on our coasts; that the dangerous principles of millification and disunion have been put down; that the troublesome question of Indian claims in Georgia has been arranged; that the tariff taxes have been reduced; that commerce, agriculture, and the mechanic arts, have flourished beyond example; and that, as far as the measures of the Administration are concerned, to be tired of them, is to be tired of prosperity.

Once more, we assert:

3. That Mr. Van Buren has not done any act to forfeit the confidence of the People, who elected him to office.

The people, who closely observe all the movements and measures of the Executive, know it to be true. They know that the Whigs have not even pretended to point out such an act. They know, too, that the Whigs themselves, when he was elected, cried out, “Well, give him a fair trial!” and they see that, now, at the bidding of the Banks, they are ready to make war upon him without giving him any trial at all.

LOOK AT 'TOTHER SIDE.—There are facts there, too, that the People know.

1. They know that the Banks and Corporations have made all the mischief in the country for the last six years.

That they have flooded the country with paper and locked up the specie in their vaults, or driven it out of circulation. That they have expanded the credit system until it has brought ruin upon thousands. That they are now endeavoring to send it off to England, so that it may never more interfere with their circulation. That almost every Whig corporation has profited by the experiment, and issued their shin plasters until they are as thick as the frogs of Egypt. That they have now suspended specie

payments, and will not let the people have a dollar of money.

2. They know that the Banks and Corporations have done this voluntarily—for the purpose of gain to themselves—and that they are exclusively the gainers by it.

For there is not a Bank Note afloat, or a Corporation Ticket, for which the Banks and Corporations are not receiving six per cent. interest. They have issued them in loans—they charge interest upon these loans—they pay no interest to the holders of the paper. They are living and getting rich, by supplying the country with their paper upon interest, while that paper itself will not pass for the value it bears upon its face, or command the cash it promises, on demand, to pay. And the people know that these Banks, in their reckless career, not only loaned out all their own capital, and hundreds of millions of their paper besides, but that they have deposited for sale, keeping in their vaults, and when it was demanded for distribution among the people, had nothing, or would give nothing, but their irredeemable notes in payment. The people know all this—and know it well. They have examined, investigated, and are satisfied about it.

3. The people know that this early, and casual, and factious, crusade against the Administration, has for its single object, the support of these Banks—the approbation of their measures—and the consolidation and perpetuity of their power.

There is no other earthly cause for it. Nobody else has any possible interest in putting down the Administration. Nobody but the Banks can be profited by it. No other object can be truly assigned. IT IS SIX PER CENT AGAINST THE LIBERTIES OF THE COUNTRY. The campaign of “EXCLUSIVE PRIVILEGES,” AGAINST THE INDUSTRY OF THE PEOPLE. FICTITIOUS CREDIT AGAINST HONEST CAPITAL.—ib.

From the N. J. True American.

The Whigs have been driven to their last shift. They opened the campaign with the announcement that Mr. Biddle and his Banks had achieved “an everlasting victory” over “the Specie Humbug” and “the Benton Mint Draps.” That the Hard Money experiment was done up. That that money party were prostrate. And that nothing now remained for them to do but just walk their candidates over the course into Congress—charter a new United States Bank, and lay the refractory Democracy forever at the feet of the money power.

A few broadsides from the Democratic press—a few trials of strength with the people—glowing terms, however, that “hope lies a dawning tale.” And having been literally driven out of the field of fair and manly argument—with the loss of their whole battling “rain of manufactured facts” and invented “sophisms,” and their temper and their brains—they are busily engaged at their old trick of throwing dust in the eyes of the People—making up false issues—circulating unfounded charges against the Administration—and attempting to mislead the public mind. Now, this whole system of tactics, is founded on a grand mistake—a mistake which the aristocratic party has made over and over again in times past, and will make over and over again in time to come.

The mistake is this—they believe the great masses of the people ignorant, and imbecile—incapable of investigation, and easily gulled. You hear nothing more frequently in the mouth of Bank Whig Monopolists, than such phrases as “the ignorant classes”—“the unthinking classes”—“the unenlightened classes.” In Wall street and Walnut street, among the great leaders of the party, it is a settled article of faith, that “the country people know nothing.” This is the secret of that strange infatuation which has ever pervaded that party; this is the reason why they are now engaged in attempting to throw upon the Administration the odium which he long to their own mad and fraudulent experiment of an irredeemable paper currency—the blame which attaches exclusively to themselves as a party. They confidently believed, six years ago, that the people could be bought—

The Bank tried it—but, in spite of their bribery, General Jackson vetoed the Bank. They believed, four years ago, that the people could be frightened—they brought a PANIC, and a PRESSURE upon the country—BUT THE PEOPLE SUSTAINED THE PRESIDENT. They now as confidently believe the people can be deceived; THEY ARE TRYING THE EXPERIMENT, AND THEY WILL BE AGAIN MISTAKEN. Strange as it will sound in the ears of the monopoly leaders, we assert that the reasoning, thinking, investigating, portion of the American people, are the farmers and working men. They are, as ever, better politicians—better informed upon all political questions—and absolutely understand the state of things, the causes which have produced them, better than the class of bankers, speculators and merchants. And the reasons are—first, they are not blinded by self-interest. They see things as they are. Second, having few sources of information, they collect and digest, and arrange the facts of the case more thoroughly—remember them better, and apply them more sensibly and accurately to the case.

A lawyer with Blackstone in his head, and the statutes at his fingers end, is a better lawyer than one who has a thousand volumes on his shelf that he never reads; and a man perfectly familiar with the leading political facts and principles of the times, is a better politician than one whose brain is running over with the party slang of the day, who has treasured up only a set of prejudices and opinions, and never calmly considered or thoroughly investigated any thing.

CHIPPewa TREATY.

ARTICLES of a Treaty made and concluded at St. Peters, (the confluence of the St. Peters and Mississippi Rivers) in the Territory of Wisconsin, between the United States of America, by their Commissioner HENRY DODGE, Governor of said Territory, and the Chippewa Nation of Indians, by their Chiefs and Head men.

ARTICLE 1st. The said Chippewa Nation cede to the United States all that tract of country included within the following boundaries: Beginning at the junction of the Crow Wing and Mississippi Rivers, between twenty and thirty miles above where the Mississippi is crossed by the forty-sixth parallel of North latitude, and running thence to the north point of Lake St. Croix, one of the sources of the St. Croix river, thence to and along the division ridges, between the waters of Lake Superior and those of the Mississippi, to the sources of the Ocha-sa-sepo, a tributary of the Chippewa river; thence to a point on the Chippewa river, twenty miles below the outlet of Lake de Flanbeau, thence to the junction of the Pelican and Wisconsin rivers; thence on an east course twenty five miles, thence southerly on a course parallel with that of the Wisconsin river to the line dividing the territories of Chippewa and Menominee, thence to the Plover Portage, thence along the southern boundary of the Chippewa country to the commencement of the boundary line dividing it from that of

the Sioux, half a day's march below the falls on the Chippewa river, thence with said boundary line to the mouth of the Wia-tap river at its junction with the Mississippi, and thence up the Mississippi to the place of beginning.

ART. 2. In consideration of the cession aforesaid, the United States agree to make to the Chippewa Nation, annually for the term of twenty years, from the date of the ratification of this treaty, the following payments:

1. Nine thousand five hundred dollars to be paid in money.

2. Nineteen thousand dollars to be delivered in goods.

3. Three thousand dollars for establishing three blacksmith shops, supporting the blacksmiths, and furnishing them with iron and steel.

4. One thousand dollars for farmer, for supplying them and the Indians with implements of labor, with grain or seed, and whatever else may be necessary to enable them to carry on their agricultural pursuits.

5. Five thousand dollars in provisions.

6. Five thousand dollars in tobacco.

The provisions and tobacco to be delivered at the same time with the goods, and the money to be paid at such time or times, as well as the place or places where they are to be delivered, shall be fixed upon under the direction of the President of the United States.

The blacksmith shop to be placed at such point in the Chippewa country as shall be designated by the Superintendent of Indian Affairs, or under his directions. If at the expiration of one or more years, the Indians should prefer to receive goods instead of the nine thousand five hundred dollars agreed to be paid to them in money, they shall be at liberty to do so; or should they conclude to appropriate a portion of that annuity to the establishment and support of a school or schools among them, this shall be granted them.

ART. 3. The sum of one hundred thousand dollars shall be paid by the U. States to the half breeds of the Chippewa Nation under the direction of the President. It is the wish of the Indians that their sub agents Daniel P. Bushnell and Miles M. Vineyard, superintendent of the distribution of this money among their half breed relations.

ART. 4. The sum of seventy thousand dollars shall be applied to the payment, by the United States, of certain claims against the Indians, of which amount twenty eight thousand dollars shall, at their request, be paid to William A. Aitkin, twenty five thousand to Lyman M. Warren, and the balance applied to the liquidation of other just demands against them, which they acknowledge to be the case with regard to that of Hercules L. Dousman for the sum of five thousand dollars, and they request that it be paid.

ART. 5. The privilege of hunting and fishing, and gathering wild rice, upon the lands, the rivers and the lakes included in the territory ceded, is guaranteed to the Indians during the pleasure of the President of the United States.

ART. 6. This treaty shall be obligatory from and after its ratification by the President and Senate of the United States.

Done at St. Peters, in the Territory of Wisconsin, the twenty-ninth day of July, eighteen hundred and thirty-seven.

HENRY DODGE, [L. S.]
[Here follow the signatures of thirty Chiefs and Head men.]

“FAIR BUSINESS” TRANSACTIONS.

We extract the following from the Pennsylvania:

“The London Standard, a leading Tory organ, on the eve of the British parliamentary elections, urges its friends to be liberal with their money for the purpose of carrying members of their way of thinking, and holds up the Bank of the United States as a bright example for their imitation: ‘That institution,’ adds the Standard, ‘having, in its contest with General Jackson, expended a million and a half of money upon a single general election! The whole Tory party are, therefore, soundly rated by the standard for their parsimony, and are reproached for suffering themselves to be outdone by the Bank of the United States. Will some of the bank organs be kind enough to favor us with their opinions about the matter? How does it happen that the system of procedure is whiggery here, and Toryism there—that our great Whig Bank and its tactics are so much admired by the Tories of Great Britain, when the American bank party endeavors to stigmatize their opponents as Tories? Is it possible that a few thousand miles totally alters the signification of words?’

The expenses of the Bank of the United States being placed entirely at the discretion of Mr. Biddle, by an express vote of the directors, no person but himself could state, with accuracy, the amount of the expenditure incurred in the contest referred to. The intimate relations which exist between him and the foreign stockholders, whose agent he is, have undoubtedly led to a disclosure to his patrons, which the people of the United States, though proprietors of one fifth part of the stock of the Bank, have sought in vain.—The Globe.

We have not heard that the Government of England either removed the deposits or issued a Specie circular. If the whigs at home may be believed, those measures caused the suspension of specie payments here, and without them that event would not have occurred. The subjoined article predicts that a suspension of specie payments by the Bank of England will take place before long. Our whig cotemporaries will probably attribute it to the “war on the currency” by General Jackson.

BANK OF ENGLAND.—Mr. George Sullivan, in a letter from Liverpool, to the editors of the New York Commercial Advertiser, in speaking of the pecuniary distress in England, says:—“These disasters will not terminate till a circulating medium is established, that does not profess on its face to be convertible into gold at the pleasure of its holders, when in fact it is not so. A suspension of specie payments by the Bank of England, the first step toward that result, may be expected shortly after the meeting of the new parliament, if not before. Nothing but this can save the manufacturers of England, of almost all kinds from utter destruction. Such are the sentiments, I think, of the best informed and most intelligent men in this country. The disasters in America, heavy as they may be, are slight in comparison with the coming ruin of the English trade and manufactures.”—Boston Courier.

Extract from a Letter to the Editor of the New Orleans Bulletin, dated

MATAMORAS, July 21st, 1837.

“DEAR SIR.—The magnanimity shown by the Texian Government in releasing all the Mexican prisoners in Texas, has been poorly reciprocated on the part of this Government, in their treatment of the Texian prisoners now confined in the quarters of this city. Among the number of prisoners taken on board the Texian armed schooner Independence, is the Hon. Wm. H. Whittom, whose situation is truly deplorable, and it would appear as if this Government had particularly singled him out to wreak their vengeance upon. Since his arrival in Matamoras, he has been confined in a very small room, bristling with the bayonets of his guards, without the possibility of seeing the light of heaven, except through iron gratings, denied the privilege of writing or communicating with any one except his guard, dependent upon his own resources for his daily food, not having even been offered this last by the Government, half devoured by the fleas, half suffocated by heat, continually plundered by the guard, denied even medical aid when sick, his regular rest entirely destroyed at night by the horrid screams of the sentinels within a few feet of his bed, render his situation miserable in the extreme. The above is the unvarnished truth, and I challenge the old pusillanimous General Filasola, who has commanded here, to deny it. The conduct of this man towards Mr. Whittom can only be equaled by the most savage barbarian in existence.

NINE DAYS LATER FROM ENGLAND.
The ship Emerald, at New York, brings Liverpool dates of 21st and London of 19th July, inclusive.

New York advices to the 1st July were carried out to Liverpool in 18 days, by the packets Garrick and South America. Parliament was prorogued in person by the young Queen on 17th July, upon which occasion she delivered, with great grace and self-possession, the speech below:

The Speaker addressed her Majesty to the following effect:

May it please your Majesty.

We, your Majesty's faithful Commons, attend you on this first occasion, since your Majesty's accession to the throne of this United Kingdom. We assure your Majesty that we cordially participate in that strong and universal feeling of dutiful and affectionate attachment to your Majesty's person which prevails among the free and loyal people, whose representative we are; and we trust that this feeling will be strengthened and confirmed by a long course of constitutional, beneficial, and wise government.

Several measures, and one of them especially of the very greatest difficulty and importance, were recommended to our serious and deliberate consideration in the gracious speech which was delivered by the Lords Commissioners on the part of his late majesty, on the opening of the present session of Parliament. Circumstances have made it impossible that these measures should be perfected in the course of the present session; but we cherish the hope that the care and deliberation which have been so earnestly bestowed upon them will not have been in vain, and will lead to their being hereafter matured and carried into effect with general concurrence, and with a sure prospect of promoting the welfare and happiness of the people.

We have passed an act establishing simple and definite rules for the execution of wills. This measure, we confidently expect, will be found to be most beneficial, and will be received with satisfaction, because it tends to promote concord and happiness among a large portion of the community, by giving certainty and security to the transmission of property. The mitigation of the severity of the criminal law has engaged our most serious attention, and we have materially diminished the number of cases in which capital punishment is to be inflicted.

In framing these measures we have proceeded with the benefit of experience, which has shown that the punishments alone are effectual which carry with them a large portion of public sympathy and feeling, and we cordially rejoice that we have so far been able to give effect to those wise and humane principles of criminal legislation which have been generally diffused and approved.

We entertain a confident hope that our efforts to mitigate the severity of the law will this day be sanctioned by your Majesty's approbation, and hereafter by the judgment of an enlightened and grateful people.—We have provided for the expenditure of the year with a strict regard to economy, but with a liberality which

we hope will secure the efficiency of the public services, and enable your majesty to sustain the interest and honor of the country. We now dutifully offer to your Majesty “An Act to apply the sum of 5,220,000l. out of the Consolidated Fund to the service of the year 1837, and to appropriate the supplies granted in this session of Parliament,”—to which we pray your Majesty to give your royal assent.

THE PROROGATION.

Her Majesty then read in a clear and unflinching tone, and with an unequalled sweetness of voice, the following most gracious speech:

“My Lords and Gentlemen,
“I have been anxious to seize the first opportunity of meeting you, in order that I might repeat in person my cordial thanks for your condescence upon the death of his late Majesty, and for the expressions of attachment and affection with which you congratulated me upon my accession to the throne. I am very desirous of renewing the assurance of my determination to maintain the Protestant religion, as established by law; to secure to all the free exercise of the rights of conscience; to protect the liberties and to promote the welfare of all classes of the community.

“I rejoice that in ascending the throne, I find the country in amity with all foreign powers; and while I faithfully perform the engagements of the crown, and carefully watch over the interests of my subjects, it shall be the constant object of my solicitude to maintain the blessings of peace.

“Gentlemen of the House of Commons:

“I thank you for the liberal supplies which you have granted for the public service of the year, as well as the provision you have made to meet the payments usually chargeable upon the civil list.

“I will give directions that the public expenditure, in all its branches, be administered with the strictest economy.

“My Lords and Gentlemen:

“In taking leave of this Parliament I return you my thanks for the zeal and assiduity with which you have applied yourselves to the public business of the country.

“Although your labors have been unexpectedly interrupted by the melancholy event which has taken place, I trust that they will have the beneficial effect of advancing the progress of legislation in a new Parliament. I perceive with satisfaction that you have brought to maturity some useful measures, among which I regard with peculiar interest the amendment of the criminal code, and the reduction of the number of capital punishments. I hail this mitigation of the severity of the law as an auspicious commencement of my reign.

“I ascend the throne with a deep sense of the responsibility which is imposed upon me; but I am supported by the consciousness of my own right intentions and by my dependence upon the protection of Almighty God. It will be my care to strengthen our institutions, civil and ecclesiastical, by discreet improvement, wherever improvement is required, and to do all in my power to compose and allay animosity and discord.

“Acting upon these principles, I shall, upon all occasions, look with confidence to the wisdom of Parliament and the affections of my people, which form the true support of the dignity of the crown, and insure the stability of the constitution.”

A hum of admiration that almost threatened to burst into a cheer, ran round the House as her Majesty closed the speech.

The Lord Chancellor then said—It is her Majesty's royal will and pleasure that this Parliament be prorogued to Thursday, the 10th day of August next; and this Parliament is accordingly prorogued to Thursday, the 10th day of August next.

Immediately after this announcement her Majesty descended the throne, and quitted the House in the same order as she entered, except that she was now followed by the Duchess of Kent. As her Majesty left the House she smiled and bowed most graciously to several Peers on either side. Having returned the state carriage, her Majesty returned to the Palace, amid the enthusiastic cheers of a larger concourse of people than we ever remember to have seen assembled on any occasion when a prorogation of Parliament has taken place.

On this occasion there was a most numerous attendance of the Peers and dignitaries, and a vast concourse of spectators.

Throughout the ceremony the young Sovereign appeared to have maintained her self-possession. When, however, it was all over, and she had retired to the unobtrusive rooms, she fainted. This was, however, but a transient affection.

The Queen's speech is variously considered by different journals.

The London Times says of it, “it is on the whole, an inoffensive, albeit an inane document.”

The Chronicle per contra says, “it corresponds in sentiment with the declaration at Kensington, and is distinguished by the beauty of its language.”

“We have a Queen thoroughly in the interest of the people.”

The Morning Herald considers it “as more remarkable for words, than for deeds—it is short, and, as we understand it, not inappropriate.”

The Morning Advertiser characterises it as “of much greater importance than is usual on such occasions,” and then goes on to commend especially the gracefulness and proper intonation with which it was delivered.

The Morning Post calls it, “in all its parts, a conservative speech—so much so, indeed that we cannot but marvel by what process the Ministers concocted it.”

“We understand,” says the London Sun of July 19th, “that it is not intended to create Peers before the meeting of the new parliament. One Commoner only is to be an exception to this determination, and it is an exception of which all persons attached to liberal principles must approve. We allude to the excellent and venerable friend of civil and religious liberty, Mr. Coke, of Norfolk. Every one will perceive that a peerage offered to Mr. Coke is a homage to the memory of Mr. Fox, whose friendship he long enjoyed, and whose petitions he so constantly supported through a long life of public utility and private excellence.”

The election of the Scottish Peers was to take place on the 25th of August.

The King of Hanover has, it would seem issued a proclamation abrogating the constitution given to that country by George IV. and William IV.

LATER FROM ENGLAND.

Four packet ships have arrived at New York—the Sheridan, Columbus, Mediator, and George Washington. The latter brings London dates of 24th and Liverpool of 25th July.

The elections for the new Parliament had commenced, and engrossed all the energies of the people and the press.

Cotton continued to decline, though the condition of the markets generally was favorable. Money had become very plenty at London, and stocks had advanced.

The news from Spain, announcing that Don Carlos was retiring on the kingdom of Murcia, is considered by gentlemen conversant with that country to be exceedingly favorable to the Queen's cause.

Reports from Liverpool state the death of Sir Robert Peel. That these reports may be well founded, is to be inferred from the annexed extract, which we find in the Liverpool Albion of July 24:

Alarming reports as to Sir Robert Peel's health.—The London papers have delicately alluded, during the past week, to the state of the Right Honorable Baronet's health. Yesterday, it was currently reported in Liverpool, and apparently on very good authority, that he had been given up by his medical attendants. His disorder was, at first, supposed to be sciatica, a rheumatic affection of the hip joint, and he went to Buxton. There his complaint came on with great violence, and proved to be a lumbar abscess, for which it is said he has been operated on, and which will either suddenly, or gradually, but certainly, be fatal to him. Medical men agree, that, if he has this complaint upon him, he can never again enter upon parliamentary duties. We give the report as we received it, and have good reason for believing that it is too true.

The Royal Gazette of 17th contains the appointment of the new Ministry, and a list of the household. All the Lords in waiting, opposed to the Government, are left out—among them, one of the late King's natural sons, Lord Adolphus Fitz-Clarence.

That veteran in the opposition ranks, Mr. Coke, of Norfolk—who was a county member during our revolutionary war, and a constant friend to this country—has been created Earl of Leicester and Holkham, and Viscount Coke.

The duke of Roxbury had been created a British Peer, by the title of Earl of Innes.

Among the new Knights are the painters, A. Calcott, R. A., and W. I. Newton.

Liverpool had elected the two Tory candidates, Lord Sandon and Mr. Cresswell, to the new Parliament. Mr. Ewart and Mr. Elphinstone were their opponents.

The Liverpool Times says that a superior steamer of 400 horse power, was launched at Bristol on the 19th, intended to run between Liverpool and New York.

The Queen held her first drawing room on the 20th of July, at St. James's Palace. The number in attendance was vastly greater than at any drawing room for many years. The paper says that nearly 2000 ladies and gentlemen were present. The scene must have been rather curious, all being in mourning dresses.

Money continues easy and plentiful both in the discount market and on the stock Exchange; indeed so much so, that the principal brokers have declined to take money from the country bankers at 24 per cent from day to day.

The differences on the last Consol Account have been paid to-day without any difficulty, and money was offered upon stock to day for a short time at 14 per cent. Consols closed at 91 1/4 to 4 for money, and the August account also.

FRANCE. The Paris papers were much occupied with the seizure of certain papers at the houses of Messrs. Walsh, Genoude and Berryer—the former editor of Le Monde and two other deputies—and all adherents of the exiled family. The seizure is alleged to have been caused by information communicated to the government, that the parties were engaged in a conspiracy.

SPAIN. The advices from Madrid are to the 15th of July. The minister of the interior, Senor Pizarro, had been dismissed, and Senor Acuna appointed in his place. This change is ascribed to the influence of Mendizabal and Calatrava. There had been commotions in the capital, and some bloodshed, but the disturbances were not considered alarming, although military precautions had been taken.

SEPTEMBER.



Specie Payments Resumed

NOTWITHSTANDING the unexampled severity of the times, SYLVESTER is happy to say that he has continued (as ever heretofore) to PAY ALL PRIZES ON DEMAND, and he has likewise the satisfaction of informing his patrons and the public, that his good luck has in no wise forsaken his Old Established Office, having sold and paid during the month past, several of the most splendid CAPITALS. The number and brilliancy of the PRIZES to be drawn in September cannot fail to attract the attention of all those who want CASH, and as the field for investment is rich and ample, we hope no time will be lost in sending for Tickets, which it is to be hoped, will fill the holders' pocket with the needful.

S. J. SYLVESTER,
130 Broadway N. Y.

200 PRIZES OF \$500!

VIRGINIA STATE LOTTERY, Class B.

For the Benefit of Richmond Academy.
To be drawn at Alexandria, Va. Saturday
Sept. 16, 1837.

CAPITALS.

30,000 dollars; 10,000 dollars; 5,000 dollars; 3,317 dollars; 2 prizes of 2,500 dollars; 10 prizes of 1,500 dollars; 20 prizes of 500 dollars; &c.

TICKETS.

\$10—Shares in proportion.
Certificate of a Package of 25 whole Tickets will cost only 135 Dollars. Halves and Quarters in proportion. Delay not to send your orders to Fortune's Home.

GRAND CONSOLIDATED LOTTERY.

For the benefit of the State Treasury, Del. College and Common Schools.

Extra Class No. 8, for 1837.

To be drawn at Wilmington, Del. Wednesday,
September 15, 1837.

CAPITALS.

20,000 dollars; 5,000 dollars; 2,500 dollars; 2,000 dollars; \$1,337; 10 prizes of \$1,000; 10 of \$500; 10 of \$300; 10 of \$200; 20 of \$150; 20 of \$100; &c.

A Certificate of a Package of 25 Whole Tickets will be forwarded on the receipt of \$65. Half and Quarter Packages in the same proportion.

VIRGINIA STATE LOTTERY,

CLASS No. 6.

Endowing the Leesburg Academy, and for other purposes.

To be drawn at Alexandria, Va. Saturday,
Sept. 25, 1837.

SCHEME.

20,000 dollars; 5,000 dollars; 3,000 dollars; 2,000 dollars; 1,500 dollars; 20 of 1,000 dollars; 20 of 500 dollars; &c.

Tickets for Five Dollars.

A Certificate of a package of 25 Whole Tickets will be sent for 65 Dollars—Packages of Shares in proportion.

30 Thousand Dollars.

For the benefit of the Petersburg Benevolent Mechanic Association.

CLASS NUMBER 7 FOR 1837.

To be drawn at Alexandria, Va. Saturday,
Sept. 30, 1837.

SPLENDID SCHEME!

30,000 dollars; 10,000 dollars; 6,000 dollars; 3,140 dollars; 3,000 dollars; 2,500 dollars; 50 of 1,000 dollars; 20 of \$500; 20 of \$300, &c.

Tickets only Ten Dollars.

Certificate of a Package of 25 whole Tickets will be sent for \$130—Packages of Shares in proportion.

S. J. SYLVESTER,
130 Broadway N. Y.

BIBLE DEPOSITORY.

THE Public are respectfully informed that a Permanent Depository for the sale of Bibles of the various descriptions by the American Bible Society, has been opened in Short Street in this City, two doors below the Post Office, where they will be furnished to purchasers at the Society's prices in New York, with the exception of the finer bound copies on which there is laid the additional charge of cost and carriage from New York.

The following are at present in Store, viz:

Quarto Bibles, in various paper & binding \$3.50 to \$10.50.

Royal Octavo Reference Bibles, \$3. to \$7.50.

Plainly bound Octavo Bibles, \$1.25.

Duo-decimo Reference Bibles, 50 cents to \$1.31.

Common Duo-decimo Bibles, in quantities, at 50 to 60 cents.

Fine pocket Bibles, at \$1. to \$2.50.

Testaments in common and line binding, at 15 to 50 cents.

Also—For sale at the Depository, a supply of the "FRAGS" of the American Tract Society, and many publications of the American Sunday School Union, which will be furnished to Societies and individuals at the New York prices.

EDWARD F. BERKLEY,
Agent for Lexington and vicinity.

Lexington, July 26, 1837 21-21

55th Notice!

PERSONS who know themselves, when they see this, to be indebted to the subscribers, are respectfully but earnestly solicited to call and settle their accounts and notes. We mean those that are due.

OREAR & BERKLEY.

Lexington June 10, 1837—24-4f.

LAW NOTICE.

MY Clients are informed, that in the cases generally which I was engaged in the Court of Appeals, and Woodford and Jessamine Circuit Courts, I will be represented by ANTHONY K. WOOLLEY, Esq. who will close my engagements in these courts. My cases in the Fayette Circuit Court will be attended to by my late partner HENRY HEMMINGS, Esq. and by ANTHONY K. WOOLLEY and MANSON C. JOHNSON, Esq. in those in which they were not engaged against me.

DANIEL MAYES.

Lexington, March, 4, 1837 10-4f

To Mechanics

THE undersigned is charged with the duty of employing mechanics to finish the State House and other public buildings at Little Rock, in the State of Arkansas. Between 30 and 40 thousand dollars is on hand for that purpose.

The carpentering work and the plastering and rough casting will constitute the principal items of expense in completing the public buildings. There is yet a portion of brick work to be done, worth, probably, three or four thousand dollars. The buildings are to be painted in the best order. A large portion yet to be covered with tin. And the square, three hundred feet on each side, is to be enclosed with an iron paling or fence.

The undersigned expects to purchase all the necessary materials at Louisville or Cincinnati, and take them with him to Little Rock on his return in the fall; at which time he expects those who engage to do the work or any portion of it to accompany him.

Little Rock, the place where this work is to be done, is the permanent seat of government of the new State of Arkansas. It is a fine situation, and a flourishing place, laid out for a good large city, and only wanting mechanics to improve rapidly. It is situated on the south side of the Arkansas river, on a high bluff bank, about 300 miles from the mouth of said river; and is a point that can be reached by steamboats the greater part of the year. It is not only a high and beautiful situation, but is well watered and esteemed healthy. The latitude is about thirty-five.

The undersigned feels authorized in saying, that there will be erected within the next two years, at the City of Little Rock, two large banking establishments—one for the Bank of the State of Arkansas, now commencing operations, and one for the Real Estate Bank, lately chartered, and to be located at that place. Both banks have branches, and as they have been chartered for a great number of years, there is little doubt but suitable and permanent buildings will be erected for each.

The general government, by her agent, has purchased a site for an Arsenal, adjoining the city of Little Rock, upon which, it is said, many large buildings of brick is to be erected. In addition to all this, the undersigned has personal knowledge of divers individuals, citizens, who would put up good large buildings of brick if there were a good supply of mechanics in the country.

It is believed that mechanics who wish to emigrate, would do well to move to Arkansas within the next six or eight months. Besides finding plenty of work to do there, they will find the prices invariably high. We have had no excessively good times, and we expect no very hard times. The cause which produced high prices in the States generally, and which has since passed away, have never existed in Arkansas, and all the distress and evils consequent on such folly and extravagance, are not looked for in Arkansas for some years to come. We have but no Banks there to tempt us into will speculation. The prices of Arkansas are as high, if not much higher, at this time than the prices of Kentucky, and as money will be increased by the making of banks in Arkansas, it cannot be expected that the prices there will come down, when all admit that the present prices of this country are too high, and must be lowered. Mechanics who have done well, during the high prices here, will continue to do well by emigrating to Arkansas.

The undersigned intends to give the work of the public buildings to mechanics who will accompany him to Little Rock in the fall, preferring first, those who have families, provided, they take their families along; and provided, also, that they be sober men who can be relied on and their charges reasonable.

Individuals wishing to contract will communicate with the undersigned, on the subject by letter, directed to Danville, Kentucky, where he will be, the greater part of his time, till the first day of October next. In their communications, they will please furnish a bill of prices for the work they are willing to undertake. Carpenters can say they will work by the Louisville printed prices, more or less, as they may make their bill. Bricklayers will say what will be their charge for making and laying, and what for laying only. And in like manner others will give a bill of prices.

Mechanics who know themselves to be good workmen, and of good character, and who are willing to emigrate would do well to visit the undersigned, if convenient, and have a personal interview with him.

It will be expected that those who get a contract, will take with them a sufficient number of hands to complete the work in a reasonable time, and that they will be ready to leave by the first of October.

The Boats of the Arkansas river are brought up the river in the summer, for the purpose of repairing, and return as soon as the water will admit in the fall; upon any of those boats a speedy and cheap passage may be had.

F. A. MORE,
Commissioner of Public Buildings, Ark.
July 25, 1837—33-3f.

Railroad Regulations.

CAR HOURS

AT LEXINGTON & FRANKFORT.

FIRST LINE.

Leave LEXINGTON every morning at 5 o'clock, and arrive at Frankfort at 9 a.m. before the departure of the Accommodation Stages for Louisville. Leave FRANKFORT at 4 o'clock, p.m. after the arrival of the Accommodation Stages from Louisville, and arrive at Lexington at 8 o'clock.

PASSENGERS from Lexington to Louisville, will, by this arrangement, be carried through in daylight.

SECOND LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

THIRD LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

FOURTH LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

FIFTH LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

SIXTH LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

SEVENTH LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

EIGHTH LINE.

Leave LEXINGTON every day at 2 o'clock, p.m. arrive at Frankfort at 7 o'clock, the departure of the MAIL STAGE for Louisville, returning, leave FRANKFORT every morning at 8 o'clock, after the arrival of the MAIL STAGE from Louisville, and arrive at Lexington at 12 o'clock.

SAMUEL OLDSHAM,

BARBER AND HAIR DRESSER

RETURNS his sincere thanks to his friends and the public generally for their past favors so liberally extended to him for the last 10 or 12 years, and as he is determined to give his attention and exertions, as usual, to his business, he hopes to merit and receive a continuance of their favor. His DRESSING ROOM is still at his old well known stand, on Main Street, Lexington, just below Mr. Jous Bressan's Hotel, and he is happy to see his old friends and customers generally.

He would also wish to inform the public that his

BATH-HOUSE

is in full operation for the present season—neat and clean, and good attendants.

WARM, COLD AND SHOWER BATHS.

At all hours from 5 o'clock, A. M. to 9 P. M.

He also wishes to invite attention to sundry articles in his line, such as

Florida and Cologne Water, and Preston's Salts. Also—Wigs, Top Pieces, Braids, Curls and Puffs; new fashion Fore Pieces for elderly Ladies; Changeable Braids, &c. &c. &c.

FANCY SOAPS AND OILS.

Of every description; and all other articles in his line as usual, such as he has been in the habit of keeping. He has on hand some of the first

RAZORS,

That he can warrant, Shaving, Clothes, Hair and Hat Brushes; Ladies' Pin Cushions, with screws to fasten to their Work Tables.

Recollect, his GILS are of the latest and newest fashions, just received.

May 25, 1837.—21-3m.

FURNITURE WARE ROOM.

THE undersigned, recently from Cincinnati, having increased their stock of Furniture, have the pleasure of offering a large assortment, and will endeavor to keep such a supply as will enable their customers to furnish themselves on as short notice and as favorable terms as elsewhere. They have now on hand and will continue to manufacture the following:

SIDEBOARDS,

various patterns, with Marble Tops; Dressing Rooms do do do

Tables do do do do do

Center do do do do do

Pier do do do do do

Enclosed Dining Stands do do do

Mahogany Dining, Breakfast, Extension, Hall and Sideboard Tables;

SOFAS, Spring Seat; Mahogany Chairs;

Boston Rocking Chairs, do; Easy do; Bed Steps; Patent Bedsteads, on an improved plan, tried and approved; with all other articles in their line.

They are prepared to attend to Funeral calls.

An arrangement has been made for a supply of Eastern made PIANO FORTES.

VENERS for sale.

Just received, as a sample, one of Swift's Iron-fronted Patent Bedsteads, on a non-hammer PLANS—Also, a second-hand Piano for sale or rent.

THOS. W. POWELL,
HORACE E. DIMICK,
Main st. 21 door above the Library.
Lexington, Nov. 24, 1836—74-4f

N. YORK SPIRIT OF THE TIMES,

AND

TURF REGISTER,

PUBLISHED weekly at 157 Broadway, N York, at \$5 per annum. Payable in advance. W. T. PORTER, Editor.

J. W. TRENBULL,
Agent for Lexington, Fayette Co.
Oct. 15, 1836—55-4f.

NORTHERN BANK OF KENTUCKY.

Capital, \$1,000,000. Opened July 1, 1837.

A DIVIDEND of four per cent. for the last six months, out of the profits, has been declared this day, and will be paid to the stockholders on demand at the Bank. Full dividend will be allowed on all sums paid in, on or before the first of January next, and at the same rate from the 15th may last, on the 7th instalment of \$5 per share then due and paid.

By order of the Board of Directors,
M. T. SCOTT, Cashr.

Lex. July 6, 1837—97-4f

TRANSYLVANIA UNIVERSITY,

Medical Department.

THE TRUSTEES having re-organized this Department of the Institution by the appointment of three members of the former Faculty; the election of Drs. EBERLE, MITCHELL and CROSS, late Professors in the Medical College of Ohio; and the election of an Adjunct Professorship of Anatomy and Surgery; the Lectures will commence, as usual, on the first Monday of November, with the following Faculty:

Anatomy & Surgery, by B. W. DUDLEY, M. D., Professor, and JAMES M. BUSH, M. D., Adjunct Professor.

Institutes of Medicine and Medical Jurisprudence, by JAMES C. CROSS, M. D.

Theory & Practice, by JOHN EBERLE, M. D. Obstetrics and the Diseases of Women and Children, by W. M. H. RICHARDSON, M. D.

Medicine and Medical Botany, by CHAS. W. SHORT, M. D.

Chemistry and Pharmacy, by THOMAS MITCHELL, M. D.

Each of the teachers will lecture daily—Sabbaths excepted. The fees of the entire course, including Matriculation and the use of the Library, will be \$110. The Graduation fee, \$20.

The Notes of all solvent State Banks will be received in payment of these fees, from Students coming from the States in which the Banks are located.

By order of the Faculty,
J. C. CROSS, Dean.

Lexington, July 13, 1837—92-4f.

The Publishers of the following papers are requested to insert the above to the amount of \$5, and send the papers containing it to the Dean, on the receipt of which the money will be remitted, viz:

Kentucky—Lexington Journal and Advertiser, Mayville Ensign, Ohio—Cincinnati Gazette, Columbus Journal and Enquirer, Chillicothe Gazette, Zanesville Republican, Cleveland Herald, Danville Enquirer, Wheeling Intelligencer, Alabama—Huntsville Advocate and Democrat, Tuscaloosa Intelligencer, Mobile Register and Advocate, Missouri—St. Louis Republican, and Palmyra Gazette, Mississippi—Natchez Journal, Vicksburg Register, Jackson Mississippi, Woodville Republican, Louisiana—New Orleans Bee, True American and Bulletin, Alexandria Gazette, Georgia—Milledgeville Recorder, Savannah Republican, Augusta Constitutionalist, South Carolina—Charleston Courier and Mercury, Columbia Telescope, North Carolina—Raleigh Register, Fayetteville Observer, Arkansas—Little Rock Advocate and Gazette, Illinois—Jacksonville Advocate, Vandalia Whig, Alton Journal, Galena Advertiser, Indiana—New Albany Gazette, Indianapolis Journal, Madison Republican, Logansport Gazette, Virginia—Richmond Whig and Enquirer, Winchester Republican, Wheeling Times, Lexington Virginian, Charlottesville Advocate, District of Columbia—Washington City Intelligencer, Globe and Reflector, New York—Spirit of the Times, Michigan—Detroit Courier.

New Wholesale and Retail

Grocery Store

FRANCIS McLEAR

AND

PHILIP O'CONNELL

HAVE entered into Partnership in the

WHOLESALE AND RETAIL

GROCERY BUSINESS,

UNDER THE NAME OF

McLEAR & O'CONNELL.

At the North West Corner of Main and Main-Cross Streets, a little below Krissers Tavern, and opposite Mr. Logan's Curing Shop.

Where they are now receiving a large & well selected assortment of

GROCERIES.

Which, they offer very low for cash.

They are prepared to receive and forward Goods consigned to their care, on as liberal terms as any house in the City. They will make liberal advances on goods consigned to them. They have a House on Water Street, close to where the Steam Cars stop, which will save drays.

They have now on hand, and will continue to keep, a regular supply of SUPERFINE FLOUR, manufactured by Mr. G. Snovren, the owner of Dupuy's celebrated Mills.

They have also made arrangements with a celebrated manufacturer of STONE-WARE at Mayville, to sell his Stone-Ware on commission. They have now on hand several wagon loads well assorted which they offer on liberal terms.

They respectfully solicit their friends and the public to call and examine their stock. Merchants from a distance will find it to their interest to give them a call.

Lexington, May 6, 1837—19-4f.

NEW GOODS.

M. E. BROWNING

IS RECEIVING HIS

NEW SPRING AND SUMMER GOODS.

His stock is large, and consists of almost every article usually kept in dry goods stores; he intends to sell on the most accommodating terms, and invites his customers and purchasers generally, to give him a call.

Lexington, April 21, 1837—17-4f.

STOLEN

FROM the Pasture of the subscribers in Lexington, on Thursday last, a BLACK HORSE, fourteen hands high, a reeling, white on the shoulders, from the use of the collar, and blind in one eye.

Any person who will deliver said horse to the subscribers in Lexington, shall receive \$10 for their trouble.

CAUTION—A second attempt to steal our horses was made on Tuesday night, which induces us to believe, that a gang of horse thieves is now in Lexington, against which the public should be on their guard.

DR. C. BLACK, respectfully informs his friends and former customers, and the public generally, that he has removed to Dr. Campbell's old stand, in the Cotten Mortar, where he may be found at all times, except when absent on professional business. He has received a well selected and general assortment of

BOTANIC MEDICINES.

All of which are warranted genuine. Diaphoretic, Composition, Spice Bitters, and Nervine, one dollar per pound. He makes and keeps constantly on hand, Anti-Syphilitic or Purifying Syrup—good for all cutaneous diseases—Diseases of the skin and secretory organs. See—He is Agent for, and has on hand, Dr. Lewis' improved and perfected Botanic Medicine, also, Dr. M. L. Lewis' stimulating Eucament, an infallible cure for Croup, &c.

April 25, 1837—17-4f.

PLOUGH MAKING & BLACK-SMITHING.

THE Subscribers respectfully inform their friends and the public generally, that they have purchased the well known establishment, formerly belonging to Mr. Wm. Rockhill, and are now prepared to furnish all articles in their line, on the shortest notice.

MAKING Business will be continued in all its branches, and a good assortment of the latest improved Ploughs kept constantly on hand. Old Ploughs repaired with neatness and dispatch.

WM. P. BROWNING,
JOHN HEADLEY,

UNDER THE FIRM OF

BROWNING & HEADLEY.

N. B

Kentucky Gazette.

"True to his charge—he comes, the Herald of a noisy world; News from all nations, lumb'ring at his back."

D. BRADFORD, Editor.

LEXINGTON, THURSDAY, SEP. 7, 1837.

No. 36 Vol. 52.

Kentucky Gazette EXTRA.

PRINTED WEEKLY EVERY THURSDAY,
BY THO. T. BRADFORD,
FOR
DANL. BRADFORD.
[Publisher of the Laws of the U. States.]

PUBLISHING OFFICE, MAIN ST. A FEW DOORS BE
LOW BERNAN'S INN.
Printing Office at the old stand, Mill street.

TERMS OF THIS PAPER:
For one year in advance \$2.50
Not paid before the end of 6 mos \$3.00
Within the year 3.50
No paper will be discontinued until all arrear-
ages are paid, unless at the option of the Editor.
Letters sent by mail to the Editor, must be
post paid, or they will not be taken out of the of-
fice.

ADVERTISING.
1 square, or less, 3 times weekly, \$1.50; three
months \$1; six months \$1.50, twelve months
\$15. Longer ones in proportion.

PROPOSALS.
FOR carrying the mails of the United States
from the 1st of January, 1838, (except
as herein after stated,) to the 30th of June,
1842, on the following post routes in Kentucky,
will be received at the department until the
30th day of October next, inclusive, to be de-
cided by the 21st day of said month.

On routes where the existing contracts have
been extended to the 30th June, 1838, the new
service (unless it be of a higher degree than
that now in operation) will be made to
commence on the 1st of July next. These con-
cess are specially noted under their respective
numbers.

KENTUCKY.

3201. From Maysville by Washing-
ton, May's Lick, Lower Blue Lick, For-
est Retreat, Millersburg, Paris, Harrods-
burg, and Moreland, to Lexington, 61
miles and back daily in four-horse post
coaches.

Leave Maysville daily at 2 p. m., ar-
rive at Lexington next day by 1 a. m.

Leave Lexington daily at 2 a. m., arrive
at Maysville same day by 1 p. m.

3202. From Lexington by Midway
to Frankfort, 28 miles and back daily in
rail-road cars.

Leave Lexington daily at 6 a. m., ar-
rive at Frankfort same day by 10 a. m.

Leave Frankfort daily at 6 p. m., ar-
rive at Lexington same day by 10 p. m.

3203. From Frankfort by Harrods-
burg, Clay Village, Shelbyville, Simp-
sonville, Long Run, and Middletown to
Louisville, 53 miles and back daily in
four-horse post coaches.

Leave Frankfort daily at 11 a. m., ar-
rive at Louisville same day by 10 p. m.

Leave Louisville daily at 8 a. m., arrive
at Frankfort same day by 6 p. m.

3204. From Frankfort by Versailles
to Lexington, 31 miles and back three
times a week in stages.

Leave Frankfort every Tuesday,
Thursday, and Saturday at 6 a. m., arrive
at Lexington next days at 1 a. m.

Leave Lexington every Monday, Wed-
nesday, and Friday at 4 a. m., arrive at
Frankfort same days at 10 a. m.

Proposals will also be received for
the transportation of the mail on this route
daily in stages.

3205. From Frankfort by Great Cros-
sings, Georgetown, Newtown, and Cen-
treville to Paris, 36 miles and back three
times a week in stages.

Leave Frankfort every Monday, Wed-
nesday, and Friday at 6 a. m., arrive at
Georgetown same days by 10 a. m., and
at Paris same days by 2 p. m.

Leave Paris every Tuesday, Thurs-
day, and Saturday at 6 a. m., arrive at
Georgetown same days by 10 a. m., and
at Frankfort by 2 p. m.

3206. From Frankfort by Lawrence-
burg and Salvisa to Harrodsburg, 31
miles and back three times a week in
four-horse post coaches.

Leave Frankfort every Monday, Wed-
nesday, and Friday at 3 a. m., arrive at
Harrodsburg same days by 12 m.

Leave Harrodsburg every Tuesday,
Thursday, and Saturday at 12 m., arrive
at Frankfort same days by 8 p. m.

3207. From Frankfort by Elk Horn,
Cedar Creek, and 1 Seven Creek to Owen-
ton, 25 miles and back once a week.

Leave Frankfort every Friday at 7 a. m.,
arrive at Owenton same day by 4 p. m.

Leave Owenton every Thursday at 7 a. m.,
arrive at Frankfort same day by 4 p. m.

3208. From Frankfort by Laputa,
Pleasureville, New Castle, Benecola,
Bedford, Corn Creek, and Milton to Mad-
ison, Indiana, 53 miles and back, three
times a week in stages.

Leave Frankfort every Monday, Wed-
nesday, and Friday at 3 a. m., arrive at
Harrodsburg same days by 12 m.

Leave Harrodsburg every Tuesday,
Thursday, and Saturday at 12 m., arrive
at Frankfort same days by 8 p. m.

3209. From Frankfort by Laputa,
Christianburg, Chesnut Grove, Ballard-
ville, and La Grange to Westport, 15
miles and back once a week.

Leave Frankfort every Wednesday at
4 a. m., arrive at Westport same day by
9 p. m.

Leave Westport every Thursday at 4 a. m.,
arrive at Frankfort same day by 9 p. m.

3210. From Lexington by Chilesburg,
Colbyville, Winchester, Mount Sterling,
and Flat Creek to Owingsville, 50 miles
and back, three times a week in stages.

Leave Lexington every Monday, Wed-
nesday and Friday at 4 a. m., arrive at
Owingsville same days by 6 p. m.

Leave Owingsville every Tuesday,
Thursday and Saturday at 4 a. m., arrive
at Lexington same days by 6 p. m.

3211. From Lexington by Nicholas-
ville, Shawnee Run, Harrodsburg, Per-
cysville, Lebanon, Haysville, Allenton,
Cambellsville, Greeceburg, Monroe, and
Blue Spring Grove to Glasgow, 121 miles
and back, three times a week in four-
horse post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday, at 3 a. m., arrive at
Harrodsburg same days by 12 m., and at
Glasgow next days by 9 p. m.

Leave Glasgow every Monday, Wed-
nesday, and Friday at 3 a. m., arrive at
Harrodsburg next days by 11 a. m., and
at Lexington by 8 p. m.

3212. From Lexington by Donoraile,
Georgetown, Big Eagle, Williamstown,
Dry Ridge, Crittenden, Gains' Cross
Roads, New Lancaster, Florence, Dry
Creek, and Covington to Cincinnati, O.,
81 miles and back daily in four-horse
post coaches.

Leave Cincinnati daily at 10 a. m., ar-
rive at Lexington next day by 5 a. m.

Leave Lexington daily at 9 a. m., arrive
at Cincinnati next day by 7 a. m.

3213. From Lexington by Nicholas-
ville, Burnt Tavern, Lancaster, Stanford,
Walnut Flat, Crab Orchard, Mount Ver-
non, London, Lynn Camp, Barboursville,
Cumberland Ford, Cumberland Gap,
Tenn., Tazewell, Sycamore, and Thorn
Hill to Bear's Station, 166 miles and
back three times a week in four-horse
post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday at 3 a. m., arrive at
London next days by 9 a. m., and at Bear's
station Wednesday, Friday, and Sunday
by 8 p. m.

Leave Bear's Station every Monday,
Wednesday, and Friday at 3 a. m., arrive
at London next days by 8 p. m., and at
Lexington Wednesday, Friday, and Sunday
by 8 p. m.

3214. From Lexington by Athens (Fox-
town) and Richmond to London, 73 miles
and back three times a week in four-
horse post coaches.

Leave Lexington every Monday, Wed-
nesday, and Friday at 3 a. m., arrive at
London same days by 10 p. m.

Leave London every Wednesday, Fri-
day, and Sunday at 3 a. m., arrive at Lex-
ington same days by 10 p. m.

3215. From Lexington to Keene, 9
miles and back once a week.

Leave Lexington every Saturday at 8 a. m.,
arrive at Keene same day by 12 noon.

Leave Keene every Saturday at 1 p. m.,
arrive at Lexington same day by 5 p. m.

3216. From Lexington by Centreville
and Broadwell to Cynthiana, 27 miles
and back once a week.

Leave Lexington every Monday at 7 a. m.,
arrive at Cynthiana same day by 4 p. m.

Leave Cynthiana every Tuesday at 7 a. m.,
arrive at Lexington same day by 4 p. m.

3217. From Georgetown by Marion,
Leesburgh, and Broadwell to Cynthiana,
20 miles and back three times a week in
stages.

Leave Georgetown every Monday,
Wednesday, and Friday at 5 a. m., arrive
at Cynthiana same days by 11 a. m.

Leave Cynthiana every Monday, Wed-
nesday, and Friday at 1 p. m., arrive at
Georgetown same days by 7 p. m.

3218. From Georgetown by Great Cros-
sings, Stamping Ground, Owens, Long
Lick, Haydon's, Owenton, New Liberty,
Big Lick, Beech Park, and Warsaw to
Ghent, 57 miles and back once a week.

Leave Georgetown every Friday at 11 a. m.,
arrive at Ghent next day by 7 p. m.

Leave Ghent every Sunday at 5 a. m.,
arrive at Georgetown next day by 1 p. m.

3219. From Paris by North Middle-
town, Flat Rock, Sharpsburg, and Bald
Eagle to Owingsville, 35 miles and back
twice a week.

Leave Paris every Wednesday and
Saturday at 6 a. m., arrive at Owingsville
same days by 5 p. m.

Leave Owingsville every Tuesday and
Friday at 6 a. m., arrive at Paris same
days by 5 p. m.

3220. From Mount Sterling by Peeled
Oak, Olympian Springs, Gill's Mill, Mor-
gan, West Liberty, and Burning Springs to
Prestonburg, 89 miles and back once a
week, to return by Burning Springs and
Hazel Green to Mount Sterling.

Leave Mount Sterling every Monday
at 3 p. m., arrive at Prestonburg every
Wednesday by 6 p. m.

Leave Prestonburg every Thursday at
5 a. m., arrive at Mount Sterling every
Saturday by 8 a. m.

3221. From Mount Sterling by Red
River Iron Works, Irvine, Cra-
trick Salt Works, and Grapevine, to Per-
ry C. H., 103 miles and back once a
week.

Leave Mount Sterling every Friday
at 3 p. m., arrive at Perry C. H. every
Monday by 6 p. m.

Leave Perry C. H. every Tuesday at
6 a. m., arrive at Mount Sterling every
Friday by 8 a. m.

3222. From Mount Sterling by Aaron's
Run to North Middletown, 12 miles and
back once a week.

Leave Mount Sterling every Saturday
at 9 a. m., arrive at North Middletown
same day by 1 p. m.

Leave North Middletown every Satur-
day at 2 p. m., arrive at Mount Sterling
same day by 6 p. m.

Service is to commence on the 1st Ju-
ly, 1838.

3223. From Owingsville by Rice's
Cross Roads, Licking, Triplett, Little
Sandy, Logan, and Clinton Furnace to
Cattlettsburg, 77 miles and back once a
week.

Leave Owingsville every Friday at 6 a. m.,
arrive at Cattlettsburg next day by 5 p. m.

Leave Cattlettsburg every Wednesday
at 6 a. m., arrive at Owingsville next day
by 5 p. m.

3224. From Owingsville by Slate,
Sherburne's Mills, Hillsboro', Poplar
Plains, Flemingburg, Mount Carmel,
Mill Creek, and North Fork, to Washing-
ton, 49 miles and back three times a week;
also, from Sherburne's Mills by Martha
Mills, to Flemingburg, 22 miles and
back three times a week.

Leave Owingsville every Monday,
Wednesday, and Friday, at 5 a. m., arrive
at Washington same days by 8 p. m.

Leave Washington every Tuesday,
Thursday, and Saturday, at 5 a. m., arrive
at Owingsville same days by 8 p. m.

Leave Sherburne's Mills every Mon-
day, Wednesday, and Friday, after the
arrival of the mail from Owingsville, say
at 8 a. m., arrive at Flemingburg in time
to connect with the mail for Washington,
say by 1 p. m.

Leave Flemingburg every Tuesday,
Thursday and Saturday, after the arrival
of the mail from Washington, say at 10
a. m., arrive at Sherburne's Mills same
days in time to connect with the mail for
Owingsville, say by 4 p. m.

3225. From West Liberty by Blaine
to Louisa, 50 miles and back once a week.

Leave West Liberty every Friday at 1 p. m.,
arrive at Louisa next day by 6 p. m.

Leave Louisa every Thursday at 6 a. m.,
arrive at West Liberty next day by 12 noon.

Service is to commence on the 1st Ju-
ly, 1838.

3226. From Prestonsburg by Martin-
dale to Perry C. H., 50 miles and back
once a week.

Leave Prestonsburg every Thursday at 1 p. m.,
arrive at Perry C. H. next day by 6 p. m.

Leave Perry C. H. every Wednesday
at 6 a. m., arrive at Prestonsburg next day
by 12 noon.

3227. From Piketon to Clifton, Va.,
75 miles and back once a week.

Leave Piketon every Friday at 10 a. m.,
arrive at Clifton next day by 10 p. m.

Leave Clifton every Monday at 6 a. m.,
arrive at Piketon next day by 6 p. m.

3228. From Cattlettsburg by Canter-
bury, Louisa, George Creek, Paint Creek,
Prestonsburg, and Lanesville, to Piketon,
91 miles and back once a week.

Leave Cattlettsburg every Wednesday
at 6 a. m., arrive at Prestonsburg next day
by 5 p. m., and at Piketon every Friday
by 10 a. m.

Leave Piketon every Friday at 12 noon,
arrive at Prestonsburg same day by 6 p. m.,
and at Cattlettsburg every Sunday
by 5 p. m.

3229. From Cattlettsburg by Amans,
Greenup C. H., Tyger's Creek, Kinco-
nick, Rockport, Vancuburg, Clarkburg,
Poplar Flat, Cabin Creek, and Williams-
burg, to Maysville, 85 miles and back
once a week.

Leave Cattlettsburg every Tuesday at
5 a. m., arrive at Maysville next day by
8 p. m.

Leave Maysville every Thursday at
5 a. m., arrive at Cattlettsburg next day
by 8 p. m.

3230. From Little Sandy by Oldtown,
Trimble's Iron Works, and Greenup C.
H., to French Grant, Ohio, 25 miles and
back once a week.

Leave Little Sandy every Wednesday
at 6 a. m., arrive at French Grant same
day by 3 p. m.

Leave French Grant every Wednes-
day at 4 p. m., arrive at Little Sandy next
day by 10 a. m.

3231. From Poplar Flat to Concord, 6
miles and back, once a week.

Leave Poplar Flat every Wednesday
at 8 a. m., arrive at Concord same day by
10 a. m.

Leave Concord every Wednesday at
11 a. m., arrive at Poplar Flat same day
by 1 p. m.

3232. From Maysville by Dover, Min-
erva, Germantown, Powers' Roads,
Falmouth, Grassy Creek, and Fishburg,
to Gaines' Roads, 69 miles and back,
twice a week.

Leave Maysville every Sunday and
Tuesday at 5 a. m., arrive at Gaines' Roads
next days by 6 p. m.

Leave Gaines' Roads every Wednesday
and Friday at 6 a. m., arrive at Maysville
next days by 5 p. m.

Leave Laurenceburg every Tuesday,
Thursday, and Saturday at 6 a. m., ar-
rive at Cincinnati same days by 5 p. m.

3233. From Cincinnati, O., by Rising
Sun, Ia., Ghent, Ky., Vevay, Ia., and
Madison, to Louisville, Ky., 132 miles
in steamboats; the mail to be delivered
daily at Cincinnati, Madison, and Louis-
ville, and every other day at Rising Sun,
Ghent, and Vevay.

Leave Cincinnati daily at 10 a. m., ar-
rive at Louisville next day by 7 a. m.

Leave Louisville daily at 10 a. m., ar-
rive at Cincinnati next day by 7 a. m.

Leave Gaines' Roads every Wed-
nesday and Friday at 5 a. m., arrive at
Maysville next days by 6 p. m.

3233. From Cynthiana by Claysville,
Kentontown, Shannon and Murphysville
to Washington, 40 miles and back once
a week.

Leave Cynthiana every Tuesday at 9 a. m.,
arrive at Washington next day by 8 a. m.

Leave Washington every Monday at 6 a. m.,
arrive at Cynthiana next day by 7 a. m.

3231. From Cynthiana by Forest Re-
treat, Carlisle, Morefield, and Carter's
Store, to Sharpsburg, and back three
times a week between Cynthiana and
Carlisle, 18 miles, and once a week be-
tween Carlisle and Sharpsburg, 12 miles.

Leave Cynthiana every Tuesday,
Thursday and Saturday, at 9 a. m., arrive
at Carlisle same days by 1 p. m.

Leave Carlisle every Tuesday, Thurs-
day and Saturday, at 4 a. m., arrive at
Cynthiana same days by 8 a. m.

Leave Carlisle every Thursday at 2 p. m.,
arrive at Sharpsburg same day by 6 p. m.

Leave Sharpsburg every Friday at 9 a. m.,
arrive at Carlisle same day by 1 p. m.

3235. From Cynthiana by Travellers'
Rest, Falmouth, Flour Creek, Grant's
Lick, Alexandria, Cold Spring, and New-
port to Cincinnati, Ohio, 61 miles and
back three times a week.

Leave Cynthiana every Monday, Wed-
nesday, and Friday at 12 noon, arrive at
Cincinnati next days by 5 p. m.

Leave Cincinnati every Sunday, Tues-
day and Thursday, at 6 a. m., arrive at
Cynthiana next days by 11 a. m.

3236. From Cynthiana by Coleman-
ville to Williamstown, 26 miles and back
once a week.

Leave Cynthiana every Saturday at
12 noon, arrive at Williamstown every
Friday at 4 a. m., arrive at Cynthiana next
day by 12 noon.

3237. From Cynthiana by Ruddle's
Mills, Paris, Clintonville, Wincho-
r and Boonesboro' to Richmond, 53 miles
and back once a week.

Leave Cynthiana every Thursday at
8 a. m., arrive at Richmond next day by 2
p. m.

Leave Richmond every Saturday at 6 a. m.,
arrive at Cynthiana next day by 12 noon.

3238. From Claysville by Milford, and
Powersville to Augusta, 21 miles and
back once a week.

Leave Claysville every Wednesday at
6 a. m., arrive at Augusta same day by 1
p. m.

Leave Augusta every Thursday at 8 a. m.,
arrive at Claysville same day by 3 p. m.

3239. From Falmouth to Neville, O.,
12 miles and back once a week.

Leave Falmouth every Wednesday at
6 a. m., arrive at Neville same day by 10
a. m.

Leave Neville every Wednesday at 11 a. m.,
arrive at Falmouth same day by 3 p. m.

Service is to commence on the 1st Ju-
ly, 1838.

3240. From Gaines' Cross Roads by
Verona, South Fork, Big Bone, Conner's,
Castlemans, New Liberty, New Castle,
Ballardsville, and Ploysburg, to Middle-
town, 80 miles and back once a week.

Leave Gaines' Cross Roads every
Thursday at 1 p. m., arrive at Middletown
every Saturday by 5 p. m.

Leave Middletown every Sunday at 6 a. m.,
arrive at Gaines' Cross Roads every
Tuesday by 11 a. m.

3241. From Barry by Visalia, Alexan-
dria, Carlisle, and Flagg Springs, to
Point Pleasant, 23 miles and back once
a week.

Leave Alexandria every Wednesday at
10 a. m., arrive at Point Pleasant same
day by 2 p. m., and return to Alexandria
same day by 6 p. m.

Leave Alexandria every Thursday at
10 a. m., arrive at Barry same day by 2
p. m., and return to Alexandria same day
by 6 p. m.

3242. From New Port by Cincinnati,
Ohio, and Covington, Ky., to Newport,
equal to 3 miles daily.

Leave New Port daily at 7 a. m., ar-
rive at Newport same day by 9 a. m.

3243. From Cincinnati, O., by Rising
Sun, Ia., Ghent, Ky., Vevay, Ia., and
Madison, to Louisville, Ky., 132 miles
in steamboats; the mail to be delivered
daily at Cincinnati, Madison, and Louis-
ville, and every other day at Rising Sun,
Ghent, and Vevay.

Leave Cincinnati daily at 10 a. m., ar-
rive at Louisville next day by 7 a. m.

Leave Louisville daily at 10 a. m., ar-
rive at Cincinnati next day by 7 a. m.

3244. From Cincinnati, O., by Flo-
rence, Ky., and Burlington, to Laurence-
burg, Ky., 33 miles and back three times
a week in stages.

Leave Cincinnati every Monday Wed-
nesday, and Friday at 6 a. m., arrive at
Laurenceburg same days by 5 p. m.

Leave Laurenceburg every Tuesday,
Thursday, and Saturday at 6 a. m., ar-
rive at Cincinnati same days by 5 p. m.

3245. From Covington by Barry and

back three times a week; and from Louis-
ville, by Shepherdsboro and Cave Spring,
to Bardonia, 39 miles and back three
times a week; also from Bardonia, by
Fredericktown, Springfield, and Mack-
ville, to Harrodsburg, 43 miles and back
three times a week—all in four-horse post
coaches; and from Springfield to Leban-
on, 9 miles and back three times a week
in stages.

Leave Louisville (via Jeffersonn, &c.) every Monday, Wednesday, and Friday at 9 a. m., arrive at Bardonia same days by 7 p. m.

Leave Bardonia every Tuesday, Thursday, and Saturday at 7 a. m., arrive at Louisville same days by 5 p. m.

Leave Louisville (via Shepherdsboro, &c.) every Tuesday, Thursday, and Saturday at 9 a. m., arrive at Bardonia same days by 7 p. m.

Leave Bardonia every Monday, Wednesday, and Friday at 7 a. m., arrive at Louisville same days by 5 p. m.

Leave Bardonia every Monday, Wednesday, and Friday at 7 a. m., arrive at Harrodsburg same days by 6 p. m.

Leave Harrodsburg every Tuesday, Thursday, and Saturday at 6 a. m., arrive at Bardonia same days by 5 p. m.

Leave Springfield every Monday, Wednesday, and Friday, at 1 p. m., arrive at Lebanon same days by 4 p. m.

Leave Lebanon every Tuesday, Thursday, and Saturday at 6 a. m., arrive at Springfield same days by 9 a. m.

Service is to commence on the 1st July, 1838.

3257. From Louisville by West Point, Plain Dealing, Brandenburg, Hardinsburg, Cloverport, Hawsville, Yelvington, Owensboro, Richmond, Henderson, Smith's Mills, Morganfield, Mount Zion, and Raleigh to Shawneetown, Illinois, 177 miles and back three times a week in four-horse post coaches.

Leave Louisville every Monday, Wednesday, and Friday at 9 a. m., arrive at Shawneetown every Thursday, Saturday, and Monday by 1 p. m.

Leave Shawneetown every Thursday, Saturday, and Monday at 2 p. m., arrive at Louisville every Sunday, Tuesday, and Thursday by 7 p. m.

Service is to commence on the 1st July, 1838.

3258. From Harrodsburg by Danville, Stanford and Waynesburg to Somerset, (35 miles) and back three times a week in stages, between Harrodsburg and Stanford, 21 miles and back once a week on horse between Stanford and Somerset (34 miles).

Leave Harrodsburg every Monday, Wednesday, and Friday at 1 p. m., arrive at Stanford same days by 7 p. m.

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a m, arrive at Manchester next day by 8 p m.
Leave Manchester every Saturday at 5 p m, arrive at Richmond every Monday by 5 p m.
3263. From Richmond by Slaughter's Salt Works and Mount Vernon, to Somerset 55 miles and back once a week.
Leave Richmond every Thursday at 6 a m, arrive at Somerset next day by 12 noon.
Leave Somerset every Friday at 2 p m, arrive at Richmond next day by 8 p m.
Service is to commence on the 1st July, 1838.
3264. From Perry C. H. to Manchester, 40 miles and back once a week.
Leave Perry C. H. every Tuesday at 12 noon, arrive at Manchester next day by 3 p m.
Leave Manchester every Wednesday at 4 p m, arrive at Perry C. H. next day by 7 p m.
3265. From Perry C. H. by Carr's Fork, Brashiersville, Poor Fork, Turkey Cove and Stone Gap, to Estillville, Va., 75 miles and back once a week.
Leave Perry C. H. every Saturday at 6 a m, arrive at Estillville next day by 6 p m.
Leave Estillville every Monday at 6 a m, arrive at Perry C. H. next day by 6 p m.
3266. From London by Diana to Manchester, 21 miles and back twice a week.
Leave London every Wednesday and Friday at 6 a m, arrive at Manchester same days by 3 p m.
Leave Manchester every Thursday and Saturday at 6 a m, arrive at London same days by 3 p m.
3267. From London by Whitley C. H. and Clear Fork to Jacksboro', Tenn., 63 miles and back once a week.
Leave London every Sunday at 6 a m, arrive at Jacksboro' next day by 5 p m.
Leave Jacksboro' every Thursday at 6 a m, arrive at London next day by 5 p m.
3268. From Cumberland Ford by Harlan C. H. to Jonesville, Va., 51 miles and back once a week.
Leave Cumberland Ford every Monday at 6 a m, arrive at Jonesville next day by 11 a m.
Leave Jonesville every Thursday at 1 p m, arrive at Cumberland Ford next day by 6 p m.
3269. From Somerset by Faris Coal Mines and Mouth of Laurel to Rockhills, 46 miles and back, once a week.
Leave Somerset every Thursday at 6 a m, arrive at Rockhills next day by 11 a m.
Leave Rockhills every Friday at 1 p m, arrive at Somerset next day by 6 p m.
Service is to commence on the 1st July, 1838.
3270. From Monticello by Jollico and Whitley C. H. to Barboursville and back, once a week, 74 miles.
Leave Monticello every Friday at 6 a m, arrive at Barboursville next day by 6 p m.
Leave Barboursville every Sunday at 6 a m, arrive at Monticello next day by 6 p m.
3271. From Monticello by Van Winkles to Jamestown, Tennessee, 35 miles and back, once a week.
Leave Monticello every Thursday at 5 a m, arrive at Jamestown same day by 7 p m.
Leave Jamestown every Friday at 5 a m, arrive at Monticello same day by 7 p m.
Service is to commence on the 1st July, 1838.
3272. From Jamestown by Croelsburg to Burkesville, 25 miles and back, once a week.
Leave Jamestown every Friday at 6 a m, arrive at Burkesville same day by 3 p m.
Leave Burkesville every Thursday at 7 a m, arrive at Jamestown same day by 4 p m.
Service is to commence on the 1st July, 1838.
3273. From Burkesville by Hanover, Kettle Creek, Mouth of Obed River, Salina, Tenn., Butler's and Meigsville to Gainesboro', 50 miles and back once a week.
Leave Burkesville every Wednesday at 6 a m, arrive at Gainesboro' next day by 11 a m.
Leave Gainesboro' every Thursday at 1 p m, arrive at Burkesville next day by 6 p m.
Service is to commence on the 1st July, 1838.
3274. From Columbia by Croelsburg and Seventy-six to Elliott's Cross Roads, 30 miles and back, once a week.
Leave Columbia every Monday at 4 a m, arrive at Elliott's Cross Roads same day by 9 p m.
Leave Elliott's Cross Roads every Saturday at 4 a m, arrive at Columbia same day by 9 p m.
3275. From Columbia by Breedings, Burkesville and Paoli to Elliott's Cross Roads, 52 miles and back, once a week, return by Crocus creek.
Leave Columbia every Monday at 6 a m, arrive at Elliott's Cross Roads next day by 12 m.
Leave Elliott's Cross Roads every Tuesday at 1 p m, arrive at Columbia next day by 7 p m.
3276. From Columbia by Nuttsville to Liberty, 20 miles and back, once a week.
Leave Columbia every Wednesday at 6 a m, arrive at Liberty same day by 4 p m.
Leave Liberty every Tuesday at 6 a m, arrive at Columbia same day by 4 p m.
3277. From Bardstown by Loretto to Lebanon, and return by Raywick, Rolling Fork, and New Haven to Bardstown, equal to 33 miles and back, once a week.
Leave Bardstown every Tuesday at 6 a m, arrive at Lebanon next day by 12 m.
Leave Lebanon every Wednesday at 2 p m, arrive at Bardstown next day by 8 p m.
3278. From High Grove by Fairfield, Bloomfield, and Chaplin to Harrodsburg, 36 miles and back once a week.
Leave High Grove every Wednesday at 5 a m, arrive at Harrodsburg same day by 7 p m.
Leave Harrodsburg every Thursday at 5 a m, arrive at High Grove same day by 6 p m.
3279. From Elizabethtown by Hodgsonville, Summersville, Greensburg, and Haskinsville, to Columbia, 58 miles and back, twice a week in stages.
Leave Elizabethtown every Tuesday and Saturday at 3 a m, arrive at Columbia same day by 9 p m.
Leave Columbia every Monday and Friday at 3 a m, arrive at Elizabethtown same days by 9 p m.
3280. From Elizabethtown by Stevensburgh, Litchfield Morgantown, and Berry's Lick, to Russellville, 90 miles and back, once a week.
Leave Elizabethtown every Thursday at 1 p m, arrive at Russellville every Saturday by 8 p m.
Leave Russellville every Tuesday at 5 a m, arrive at Elizabethtown every Thursday by 12 m.
3281. From Elizabethtown by Howell's Springs, Little York, Brandenburg, and Boonsport to Fredonia, Indiana, 55 miles and back, once a week.
Leave Elizabethtown every Wednesday at 6 a m, arrive at Fredonia next day by 12 m.
Leave Fredonia every Thursday at 1 p m, arrive at Elizabethtown next day by 7 p m.
3282. From Munfordsville by Horsewell, Glasgow, Merry Oaks, and Cool Spring, to Bowling Green, 51 miles and back three times a week in four-horse post coaches.
Leave Munfordsville every Monday, Wednesday, and Friday at 5 a m, arrive at Glasgow same day by 12 noon, and at Bowling Green same days by 7 p m.
Leave Bowling Green every Tuesday, Thursday, and Saturday at 5 a m, arrive at Glasgow same days by 12 noon, and at Munfordsville by 7 p m.
3283. From Greensburg by Etna Fountain, Powder Mills, Glenn Brook, Munfordsville, and Millertown to Litchfield, 60 miles and back once a week.
Leave Greensburg every Monday at 6 a m, arrive at Litchfield next day by 5 p m.
Leave Litchfield every Wednesday at 6 a m, arrive at Greensburg next day by 5 p m.
3284. From Monroe by Horsewell and Prewett's Knob, to Three Forks, 22 miles and back once a week.
Leave Monroe every Wednesday at 5 a m, arrive at Three Forks same day by 12 noon.
Leave Three Forks every Wednesday at 1 p m, arrive at Monroe same day by 8 p m.
3285. From Glasgow by Lewis, Scottsville, Belvidere, Te., Gallatin, and Hendersonville to Nashville, 83 miles and back three times a week in four-horse post coaches.
Leave Glasgow every Monday, Wednesday, and Friday at 1 p m, arrive at Nashville next days by 5 p m.
Leave Nashville every Monday, Wednesday, and Friday, at 8 a m, arrive at Glasgow next days by 12 noon.
3286. From Glasgow by Pace's, Edmonston, and Marrow Bone, to Burkesville, 40 miles and back twice a week.
Leave Glasgow every Monday and Friday at 1 p m, arrive at Burkesville next days by 8 p m.
Leave Burkesville every Wednesday and Sunday at 4 a m, arrive at Glasgow next days by 12 noon.
3287. From Glasgow by Rocky Hill, Ferguson's Store, Peter's Creek, Tompkinsville, and Centre Point, to Marrow Bone, and return by way of Tompkinsville, Hughes's, Peter's Creek, and Rocky Hill to Glasgow, equal to 58 miles and back once a week.
Leave Glasgow every Monday at 1-2 p m, arrive at Marrow Bone next day by 5 p m.
Leave Marrow Bone every Wednesday at 8 a m, arrive at Glasgow next day by 12 noon.
3288. From Tompkinsville by Lowrey's Store and Dunn's Cross Roads, Te., to Gallatin, 45 miles and back once a week.
Leave Tompkinsville every Monday at 6 a m, arrive at Gallatin next day by 5 p m.
Leave Gallatin every Wednesday at 6 a m, arrive at Tompkinsville next day by 5 p m.
Service is to commence on the 1st July, 1838.
3289. From Tompkinsville by John Meadows's, on the east fork of Barren river, John Meadows's on Salt Lick of Barren river, and Cooper's, to Gallatin, Te., 45 miles and back once a week.
Leave Tompkinsville every Thursday at 6 a m, arrive at Gallatin next day by 5 p m.
Leave Gallatin every Saturday at 6 a m, arrive at Tompkinsville next day by 5 p m.
Service is to commence on the 1st July, 1838.
3290. From Scottsville by Carpenter's Mills, Hickory Flat, Franklin, and Lagoo to Russellville, 44 miles and back once a week.
Leave Scottsville every Thursday at 5 a m, arrive at Russellville same day by 9 p m.
Leave Russellville every Wednesday at 5 a m, arrive at Scottsville same day by 9 p m.
3291. From Scottsville by Allen's Springs, to Bowling Green, 25 miles and back once a week.
Leave Scottsville every Saturday at 7 a m, arrive at Bowling Green same day by 4 p m.
Leave Bowling Green every Friday at 7 a m, arrive at Scottsville same day by 4 p m.
Service is to commence on the 1st July, 1838.
3292. From Bowling Green, by Franklin, McCreary's, Te., Mulloy's Tyree Springs, Mansker's Creek, and Pleasant Hill to Nashville, 60 miles and back daily in four-horse post coaches.
Leave Bowling Green daily at 1 a m, arrive at Nashville same day by 7 p m.
Leave Nashville daily at 6 a m, arrive at Bowling Green same day by 9 p m.
Separate proposals are invited to carry this mail at the rate of not less than four miles per hour running time, and for any greater speed that may be offered in vehicles constructed according to a model to be prescribed by the department, in which the mails shall be secured under lock and key, with the privilege of carrying three passengers only, in seats made for the purpose on the outside.
3293. From Bowling Green by South Union, Russellville, Adairsville, and Springfield, Te., to Nashville, 78 miles and back three times a week in four horse post coaches.
Leave Bowling Green every Tuesday, Thursday, and Saturday at 3 a m, arrive at Russellville same days by 10 a m, and at Nashville same days by 10 p m.
Leave Nashville every Monday, Wednesday, and Friday at 3 a m, arrive at Russellville same days by 2 p m, and at Bowling Green every Tuesday, Thursday, and Saturday by 10 p m.
Proposals are invited for the transportation of the mail daily between Bowling Green and Russellville, when navigation in the Ohio river is obstructed by ice.
3294. From Bowling Green by Locust Forest, Morgantown, Hartford Park, Creek, and Owensboro', to Rockport, Indiana, 81 miles and back once a week.
Leave Bowling Green every Wednesday at 10 a m, arrive at Rockport every Friday by 12 noon.
Leave Rockport every Friday at 1 p m, arrive at Bowling Green every Sunday by 3 p m.
3295. From Dripping Spring by Chameleon Springs, Brownsville, Litchfield, Hudsonville, Hardinsburg, and Stevensport to Rome, Indiana, 72 miles and back once a week.
Leave Dripping Spring every Monday at 6 a m, arrive at Rome next day by 6 p m.
Leave Rome every Saturday at 6 a m, arrive at Dripping Spring next day by 6 p m.
3296. From Hardinsburg by Planters Hall, Green's Mount Pleasant, Hartford, Lewisburg, Greenville and McKinney's Mills to Hopkinsville and back once a week, 95 miles.
Leave Hardinsburg every Sunday at 6 a m, arrive at Hopkinsville every Tuesday by 1 p m.
Leave Hopkinsville every Wednesday at 2 p m, arrive at Hardinsburg every Friday by 8 p m.
3297. From Cloverport by Greene's, Caneyville and Rough Creek Falls to Brownsville, 57 miles and back once a week.
Leave Cloverport every Thursday at 6 a m, arrive at Brownsville next day by 6 p m.
Leave Brownsville every Tuesday at 6 a m, arrive at Cloverport next day by 6 p m.
Service is to commence on the 1st July, 1838.
3298. From Cloverport by Haynesville, Taylor's Mills, Pleasant Grove and Hartford to Worthington, 51 miles and back once a week.
Leave Cloverport every Wednesday at 7 a m, arrive at Worthington next day by 12 noon.
Leave Worthington every Thursday at 1 p m, arrive at Cloverport next day by 6 p m.
Service is to commence on the 1st July, 1838.
3299. From Hawesville to Nottsville, 20 miles and back once a week.
Leave Hawesville every Thursday at 5 a m, arrive at Nottsville same day by 11 a m.
Leave Nottsville every Thursday at 1 p m, arrive at Hawesville same day by 7 p m.
Service is to commence on the 1st July, 1838.
3300. From Hawesville to Viles, 15 miles and back once a week.
Leave Hawesville every Thursday at 7 a m, arrive at Viles same day by 12 noon.
Leave Viles every Thursday at 1 p m, arrive at Hawesville same day by 6 p m.
Service is to commence on the 1st July, 1838.
3301. From Hartford to Peyton's, 15 miles and back once a week.
Leave Hartford every Monday at 7 a m, arrive at Peyton's same day by 12 noon.
Leave Peyton's every Monday at 1 p m, arrive at Hartford same day by 6 p m.
Service is to commence on the 1st July, 1838.
3302. From Greenville, by Mill Port, Bremen, Worthington, Runsey and Long Falls Creek to Owensboro' 55 miles and back once a week.
Leave Greenville every Thursday at 6 a m, arrive at Owensboro, next day by 9 a m.
Leave Owensboro' every Friday at 4 p m, arrive at Greenville next day by 7 p m.
3303. From Greenville to Elkton, 21 miles and back once a week.
Leave Greenville every Monday at 6 a m, arrive at Elkton same day by 5 p m.
Leave Elkton every Tuesday at 6 a m, arrive at Greenville same day by 5 p m.
3304. From Russellville by Allen'sville, Hadensville and Graysville to Clarksville, Tenn., 35 miles and back three times a week in four horse post coaches.
Leave Russellville every Tuesday, Thursday, and Saturday at 11 a m, arrive at Clarksville same days by 8 p m.
Leave Clarksville every Monday, Wednesday, and Friday at 5 a m, arrive at Russellville same days by 2 p m.
3305. From Russellville by Elkton, Hopkinsville, Oakland, Princeton, Fredonia, Midway and Salem to Smithland, 101 miles and back three times a week in four-horse post coaches.
Leave Russellville every Tuesday, Thursday, and Saturday at 11 a m, arrive at Hopkinsville same days by 7 p m, and at Smithland next days by 9 p m.
Leave Smithland every Sunday, Tuesday and Thursday at 3 a m, arrive at Hopkinsville next day by 6 a m, and at Russellville Monday, Wednesday, and Friday by 2 p m.
Proposals are invited for the transportation of the mail daily between Russellville and Hopkinsville, when navigation in the Ohio river is obstructed by ice.
3306. From Russellville, by Greenville, McNary's, Madisonville, Providence, Carlo, Bordley, and Sulphur Springs, to Morgantown, 97 miles and back twice a week in stages. One of the weekly trips to be performed by way of Providence and Bordley, and one by way of Carlo and Sulphur Springs.
Leave Russellville every Monday and Friday at 3 p m, arrive at Morgantown every Wednesday and Sunday by 9 p m.
Leave Morgantown every Tuesday and Sunday at 1 a m, arrive at Russellville every Thursday and Tuesday by 10 a m.
3307. From Elkton, by Pembroke and Trenton, to Graysville, 22 miles and back once a week; also from Elkton to Trenton, 10 miles and back once a week.
Leave Elkton every Wednesday at 5 a m, arrive at Graysville same day by 11 a m.
Leave Graysville every Wednesday at 1 p m, arrive at Elkton same day by 7 p m.
Additional mail between Elkton and Trenton:
Leave Elkton every Saturday at 11 a m, arrive at Trenton same day by 14 p m.
Leave Trenton every Saturday at 2 p m, arrive at Elkton same day by 4 p m.
3308. From Elkton, by Hopper's Tan Yard, Fruit Hill, Harrison's Tan Yard, and Clark's, to Madisonville, 51 miles and back once a week.
Leave Elkton every Monday at 6 a m, arrive at Madisonville next day by 8 a m.
Leave Madisonville every Saturday at 1 p m, arrive at Elkton next day by 5 p m.
3309. From Hopkinsville, by Oak Grove, Clarksville, Te., Fredonia, Mount Henry, and Lowe's to Nashville, 70 miles and back three times a week in four horse post coaches.
Leave Hopkinsville every Monday, Wednesday, and Friday at 6 a m, arrive at Nashville same days by 12 night.
Leave Nashville every Tuesday, Thursday, and Saturday at 1 a m, arrive at Hopkinsville same days by 7 p m.
3310. From Hopkinsville, by Mantua, Lafayette, and Green Tree Grove, Te., to Dover, 35 miles and back once a week.
Leave Hopkinsville every Wednesday at 6 a m, arrive at Dover same day by 5 p m.
Leave Dover every Thursday at 6 a m, arrive at Hopkinsville same day by 5 p m.
3311. From Hopkinsville, by New Design, Cadiz, Canton, and Ponticost, to Wadesboro', 49 miles and back three times a week in stages.
Leave Hopkinsville every Wednesday, Friday, and Sunday at 2 a m, arrive at Wadesboro' same days by 10 p m.
Leave Wadesboro' every Sunday, Tuesday, and Thursday at 2 a m, arrive at Hopkinsville same days by 10 p m.
Proposals are invited for the transportation of the mail, daily, when navigation in the Ohio river is obstructed by ice.
3312. From Hopkinsville, by William's to Madisonville, 31 miles and back once a week.
Leave Hopkinsville every Monday at 6 a m, arrive at Madisonville next day by 8 a m.
Leave Madisonville every Tuesday at 1 p m, arrive at Hopkinsville next day by 1 p m.
3313. From Princeton to Eddyville, 12 miles and back three times a week in stages.
Leave Princeton every Monday, Wednesday, and Friday at 8 a m, arrive at Eddyville same days by 11 a m.
Leave Eddyville every Monday, Wednesday, and Friday at 3 p m, arrive at Princeton same days by 6 p m.
3314. From Princeton, by White's Mills and McGary's, to Madisonville, 28 miles and back once a week.
Leave Princeton every Monday at 6 a m, arrive at Madisonville same day by 5 p m.
Leave Madisonville every Sunday at 6 a m, arrive at Princeton same day by 5 p m.
3315. From Princeton to Cadiz, 20 miles and back once a week.
Leave Princeton every Wednesday at 19 a m, arrive at Cadiz same day by 6 p m.
Leave Cadiz every Tuesday at 10 a m, arrive at Princeton same day by 6 p m.
3316. From Eddyville, by Collier's Mills, Wadesboro', Williston, Chittenden, and McGowan's, Te., to Paris, 60 miles and back once a week.
Leave Eddyville every Thursday at 10 a m, arrive at Paris next day by 2 p m.
Leave Paris every Saturday at 10 a m, arrive at Eddyville next day by 2 p m.
3317. From Fredonia by Willow Grove, Camp Creek, and Cypress to Morgantown, 39 miles and back once a week.
Leave Fredonia every Thursday at 6 a m, arrive at Morgantown same day by 6 p m.
Leave Morgantown every Friday at 4 a m, arrive at Fredonia same day by 4 p m.
3318. From Fredonia by Cross Keys and Patton's Retreat to Equality, Ill., 46 miles and back twice a week.
Leave Fredonia every Sunday and Thursday at 4 a m, arrive at Equality same days by 9 p m.
Leave Equality every Monday and Friday at 1 a m, arrive at Fredonia same days by 9 p m.
3319. From Salem by Berry's Ferry to Goleonda, Ill., 16 miles and back once a week.
Leave Salem every Wednesday at 10 a m, arrive at Goleonda same day by 2 p m.
Leave Goleonda every Wednesday at 3 p m, arrive at Salem same day by 7 p m.
3320. From Smithland by Wythe to Wadesboro', 33 miles and back once a week.
Leave Smithland every Sunday at 6 a m, arrive at Wadesboro' same day by 6 p m.
Leave Wadesboro' every Monday at 6 a m, arrive at Smithland same day by 6 p m.
3321. From Smithland by Paducah, Wilmington, and Humphrey's Creek to Caledonia, Ill., and back three times a week between Smithland and Paducah 15 miles, and once a week the residue of the route, 36 miles.
Leave Smithland every Monday, Thursday, and Saturday at 5 a m, arrive at Paducah same days by 10 a m.
Leave Paducah every Monday, Wednesday, and Saturday at 12 noon, arrive at Smithland same days by 5 p m.
Leave Paducah every Thursday at 11 a m, arrive at Caledonia next day by 3 p m.
Leave Caledonia every Saturday at 11 a m, arrive at Paducah next day by 3 p m.
3322. From Wadesboro' by Bremen, Mayfield, Dublin, and Clinton to Columbus, 55 miles and back three times a week in stages.
Leave Wadesboro' every Monday, Thursday, and Saturday at 2 a m, arrive at Columbus same days by 10 p m.
Leave Columbus every Monday, Wednesday, and Saturday at 2 a m, arrive at Wadesboro' same days by 10 p m.
Proposals are invited for the transportation of the mail, daily, when navigation in the Ohio river is obstructed by ice.
3323. From Wadesboro' by Belgrade and Hamility to Mouth of Sandy, 27 miles and back once a week.
Leave Wadesboro' every Sunday at 5 a m, arrive at Mouth of Sandy same day by 6 p m.
Leave Mouth of Sandy every Saturday at 5 a m, arrive at Wadesboro' same day by 6 p m.
Service is to commence on the 1st July, 1838.
3324. From Mayfield by Connersville, Feliciana, Arlington, Morrisville, and Moscow to Mills Point, 46 miles and back once a week.
Leave Mayfield every Tuesday at 6 a m, arrive at Mills Point next day by 12 noon.
Leave Mills Point every Thursday at 6 a m, arrive at Mayfield next day by 12 noon.
3325. From Paducah by Lovecoveville, Wilson's Creek, Mayfield, Pleasant Hill, Eaker's Mills, Marion, Tenn., Naples, Ky. Pleasant View, Tenn., to Paris 74 miles and back once a week.
Leave Paducah every Monday at 4 a m, arrive at Paris every Wednesday by 12 noon.
Leave Paris every Thursday at 10 a m, arrive at Paducah every Saturday by 6 p m.
3326. From Columbus by Clinton and Feliciana to Paris, Tenn., 61 miles and back once a week.
Leave Columbus every Tuesday at 6 a m, arrive at Paris next day by 6 p m.
Leave Paris every Thursday at 6 a m, arrive at Columbus next day by 6 p m.
3327. From Columbus to Mills Point 18 miles and back once a week.
Leave Columbus every Saturday at 1 p m, arrive at Mills Point same day by 8 p m.
Leave Mills Point every Saturday at 5 a m, arrive at Columbus same days by 12 noon.
Service is to commence on the 1st July, 1838.
3327. From Feliciana by Dukedom, Tenn., and Harpuno to Dresden, 22 miles and back once a week.
Leave Feliciana every Tuesday at 11 a m, arrive at Dresden same day by 6 a m.
Leave Dresden every Wednesday at 6 a m, arrive at Feliciana same day by 3 p m.
NOTES.
1. Each route must be bid for separately. The route, the sum, the mode of service, and the residence of the bidder, should be distinctly stated in each bid.
2. No proposal will be considered unless it is accompanied by a guaranty signed by one or more responsible persons, in the following form, viz: "The undersigned if his bid for carrying the mail from _____ to _____ is accepted by the Postmaster General, shall enter into an obligation prior to the first day of March next, with good and sufficient sureties, to perform the service proposed."
Dated _____ 1837."
This should be accompanied by the certificate of a Postmaster, or other equivalent testimony, that the guaranties are men of property, and able to make good their guaranty.
3. This guaranty being required by law, no execution can be allowed in favor of contractors, railroad companies, or any other companies or persons whatever.
4. The schedules, as stated in this advertisement, are believed to be substantially correct; but the bidder will inform himself on that point, as no increased pay will be allowed for any difference when the places are named correctly.
5. The schedules are arranged so as to allow seven minutes to each post office for opening and closing mails generally, and one hour to the distributing post office; but the Postmaster General may extend the time on allowing like extension to the contractors.
6. The Postmaster General may, after the schedule, and after the route, be allowed a pro rata increase of compensation for any additional service required, and for any increased speed, when the employment of additional stock or carriers is rendered necessary.
7. He may discontinue, or curtail the service, whenever he shall consider it expedient to do so, he allowing one month's extra pay on the amount dispensed with.
8. He may impose fines for failure to take or deliver a mail, or any part of a mail; for suffering the mail to be injured, wet, lost, or delayed; and may exact a forfeiture of the pay of the trip, whenever the trip is lost, or the mail arrives so far behind schedule time as to lose connection with a depending mail.
9. He may annul the contract for repeated failures to perform any of the stipulations, for refusing to discharge a carrier when requested, for violating the Post Office law, for disobeying the instructions of the department, or assigning a contract without the previous consent of the Postmaster General.
10. The contractor shall run a stage or other vehicle more rapidly or more frequently than he is required by the contract to carry the mail, he shall give the same increased celerity and frequency to the mail, and without increase of compensation.
11. On routes where the mail is transported in stages, and the present contractor shall be superseded by an unadvised bidder, who may not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of the stage horses and property as may be suitable for the service, at a fair valuation, and make payment therefor by reasonable instalments. Should they not agree to the attainments of the property, the terms, or the security, each may choose a person who may appoint a third, and their decision shall be final, and the Postmaster General will name the umpire. This will be made the condition of any bid under that of a present contractor; and should the underbidder fail to comply, his bid will be offered to the contractor; but should he decline it, the proposals of the underbidder will be accepted unconditionally.
12. The Postmaster General is prohibited by law from making contracts for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons; or who shall have made any agreement, or shall have given or performed, or promised to give, or to do, any thing whatever to induce any other not to bid for a mail contract.
13. On post coach and stage routes where that kind of transportation is sometimes difficult, proposals will be received for carrying the mails on horseback, in wagons, or carts, for a specified number of months, weeks, or days in each year; but no dispensation of post coach or stage service will be tolerated unless it is stipulated for in the proposals and embraced in the contract.
14. The proposals should be sent to the Department sealed, endorsed "Mail proposals in the State of _____" and addressed to the First Assistant Postmaster General, S. R. Hobbs.
AMOS KENDALL.
POST OFFICE DEPARTMENT,
June 6, 1837.
APPENDIX.
Proposals are also invited for supplying the following offices, at a sum to be named, and subject to the condition of not exceeding the net proceeds of the office.
IN KENTUCKY.
Bradfordville to be supplied from Lebanon, 8 miles and back once a week.
Curey's to be supplied from Wilsonville, 5 miles and back once a week.
Grass Hill to be supplied from Ghent, 6 miles and back once a week.
Higbee's Store to be supplied from Keene, 7 miles and back once a week.
Keyburg to be supplied from Marcus, Te., 4 miles and back once a week.
Martinsville to be supplied from Allen's Springs, 6 miles and back once a week.
McGee's Mills to be supplied from Taylorsville, 6 miles and back once a week.
Miller's Mills to be supplied from Oak Grove, 7 miles and back once a week.
Reynoldsboro's to be supplied from Bradfordsville, 12 miles and back once a week.
Saloma to be supplied from Lebanon, 15 miles and back once a week.
Terre Haute to be supplied from Manchester, 6 miles and back once a week.
Wilsonville to be supplied from Shelbyville, 12 miles and back once a week.
TO THE AFFLICTED.
WM. ADAIR'S
UNRIVALED PATENT-RIGHT
TRUSS.
THAT the undersigned has, and can effectually cure the *Hernia, Rupture*, or what is commonly called *Bulging*, reference need only be made to the following gentlemen, who have given certificates of the fact that they have been entirely cured by the application of my Truss.
George Clow, 62 years, Fleming county, Ky.
Isiah Plummer, do.
John Moore's Negro man, Cythiana.
A. Symes, Nicholas county.
Jas. Miller's black boy, Nicholas county.
Caleb Reuben, Mason county.
John Jacobs, 33 years, Mayville, Ky.
Jas. Inlow 63 years, Fleming county.
T. David Clark's two sons Mason county.
William Willoughby, do.
Rolla Porter's black man, 40 years, Fleming county.
Mrs. Finis' black boy Fayette county.
Jno. Story, 62 years, Georgetown Ky.
Molitt's son, Washington county.
Jas. Whaley's black man, Bourbon county.
Willow De Bell's son, Fleming county.
—Child's son Mason county.
The above cases have all been cured, their ages varying from 4 to 63. The original certificates can at any time be seen in my possession.
Letters addressed to me at *Shawnee Run P. O., Mercer county, Ky.*, post paid, will be attended to as soon as the nature of the case will admit. I will also sell rights to Counties or States.
JAMES L. HICKMAN.
June 17, 1837—25-ly.
VALUABLE CITY PROPERTY
FOR SALE.
I OFFER for sale my late residence in the City of Lexington, containing 35 ACRES, and situated directly west of the Courthouse, on the Cumberland road, (Main Cross street) binding near one hundred poles on said road. The improvements are valuable, consisting of a commodious and comfortable Dwellinghouse, Kitchen, Meathouse, &c., all of brick, and new; a good Stable, Corncrib, &c.; within 15 feet of the house is a Well of never-failing water, with a Pump, I have never seen it. I will sell the house with eight acres attached, and the balance in two or more lots if desired. Possession can be had immediately. Apply to the undersigned, adjoining the premises.
JAMES L. HICKMAN.
Lexington, March 24, 1837. 12-4f
(Intelligencer insert.)